The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 437.—Vol. XIV.] LONDON: SATURDAY, JANUARY 6, 1844. [Price 6d.

Reversionary Interests, Annuities, Life Policies, and all descriptions of Securities dependent upon Human Life, Advowsons, Next Presentations, Shares, Debentures, &c.

FRANCIS FULLER and CO. having ADOPTED the SYSTEM of PERIODICAL SALES, BY AUCTION, are enabled to offer to persons expectant, or otherwise interested in the sale of the above descriptions of property, the MOST PROMPT, ECONOMICAL, and SATISFACTORY MODE of DISPOSING thereof; as, by classifying those interests and properties in the clear particulars, and for the same day, much expense is avoided, and a far greater competition secured. The NEXT PERIODICAL SALE will take place at the MART on Thursday, the 1st of February.

Particulars may be obtained at Francis Fuller and Co.'s offices, 7, Carlisle-row, Mansion-house, London, where valuations may be [illegible] to the actual market value of every species of life property, shares, &c.

NOTICE.—SALE POSTPONED.—The Sale, by Auction, advertised to take place at VICTORIA IRON WORKS, in the county of Monmouth, on Tuesday, the 9th day of January, and following days, is POSTPONED until further notice.—Usk, Jan. 1. GRAHAM and SON, Auctioneers.

THE EBBW VALE AND SIRHOWY IRON-WORKS, Monmouthshire.—The executors of Messrs. John Hazlard and Wm. Thomas Davies announce to the public, that in the early part of the month of August these justly celebrated works will be OFFERED FOR SALE, by PUBLIC AUCTION, either together, or in convenient lots, unless previously disposed of by private contract.—The following are the leading particulars of this property:—

As to the EBBW VALE ESTATE,

this comprises about TWO THOUSAND ACRES OF MINERAL PROPERTY, principally FREEHOLD; FOUR BLAST FURNACES, TWO BLOWING ENGINES, THREE FINERIES and a MILL (capable of working up the produce of seven or eight furnaces), and every other requisite for carrying on the manufacture of iron; a capital house and offices for a manager, about five workmen's and agents' houses, smiths' shops, stone house and yard; extensive shop and premises, for the sale of provisions, &c.; clay-mill and brick stoves.

As to the SIRHOWY ESTATE,

this comprises about SEVEN HUNDRED AND SEVENTY ACRES OF FREEHOLD MINERALS; FIVE BLAST FURNACES, FOUR FINERIES, LARGE BLOWING ENGINE, manager's house, offices, extensive shop, smiths' shops, timber yard, carpenters' sheds, clay-mill, brick stoves, sheet and workmen's and agents' houses.

These properties are situate about twenty miles from the port of Newport, and by the position and extreme regularity of their mineral beds, and their freedom from considerable faults, afford great facilities for economical working. About ten years' consumption, at the present rate, may be obtained on the Sirhowy portion from the mine works now in operation; while on the Ebbw Vale portion nearly fifty years' present consumption may be won by free drainage; and pits have already been sunk to the deeper minerals, and machinery erected for raising them, which will render any considerable outlay of this description unnecessary for a very extended period. The produce is conveyed to Newport at a moderate expense by the tramroads of the Monmouth Canal Company and Sirhowy Tramroad Company. The Ebbw Vale and Sirhowy Works are distant from each other about two miles, but the properties adjoin and communicate, and there is a tunnel for conveying the iron from one work to the other. The iron made at these works has always been greatly esteemed, and commands a very ready market. There is a valuable and convenient wharf at the shipping port of Newport, which will be sold with the above estates, and the purchaser may have the option of buying the extensive warehouses, counting-house, and premises in Small-street, Bristol, where Messrs. Hartford, Davies, and Co., and their predecessors, have carried on the business for upwards of fifty years.

From the capability of the present furnaces and machinery, 20,000 tons of finished bar-iron per annum can be manufactured with facility; and, from the extent of the property and quality of minerals, this may be increased to any amount desired.

A model of the mineral workings on this valuable property may be seen in the Government Museum, 6, Craig's-court, Charing-cross, London; and there is a complete model of the estate at Messrs. Hartford, Davies, and Co.'s warehouse, in Small-street, Bristol.—Full descriptive particulars will be prepared and ready for delivery six weeks before the sale; and, in the meantime, any information can be obtained by application to John Davis, Esq., Bristol; Rees. H. Phillips, Esq., Pontypool, Monmouthshire; John Browne, Esq., Bridgwater (the assignees); of Messrs. Savery, Clark, and Co., solicitors, Bristol.

FLINTSHIRE COLLIERIES.—TO BE SOLD, BY PRIVATE TREATY, EIGHT FORTY-EIGHTH PARTS OR SHARES (the whole being forty-eight equal parts or shares being considered as divided and in all times several, valuable, and well-established FREEHOLD and LEASEHOLD COLLIERIES, in the parishes of Hawarden and Northop, in the county of Flint, now worked and carried on by Messrs. Rigby and Hancocks. The COLLIERIES are most eligibly and conveniently situate, and from their contiguity to the River Dee, commanding an almost unlimited sale to all parts of the English, Welsh, and Irish coasts, and from their proximity to good turnpike-roads, have easy communication with the surrounding country.

By a late survey and valuation of the engines, machinery, stock, &c., the capital alone engaged in carrying on the works amounts to the large sum of £30,000. The brothers of the late William Rigby, Esq., by whom the present sale is ordered, are now temporarily called upon to carry out certain trusts and conditions devolving upon them; and to enable them the more speedily and effectually to fulfil the same, they have determined on disposing of the above shares (being one-half only of the interest vested in them) in one or more lots or lots, at the low fixed price or rate of £[illegible] per share.

Owing to the very extensive and valuable nature of the concerns, the remaining eight shares, or one half of the interest which they hold, will not be disposed of, but will be reserved and carried on by the said trustees, for the benefit of the trust estate.

For all further particulars relative to the collieries, apply to Mr. Benjamin Stanley, surveyor and manager, Kelsen Colliery, office, Shotwick, Flintshire; and for any other information, to Mr. William Williamson, jun., solicitor, Holywell, Flintshire.

December, 1843. (This advertisement will not be inserted.)

COLLIERY FOR SALE.—TO BE SOLD, BY PUBLIC AUCTION, at the Queen's Head Inn, Newcastle, on Tuesday, the 9th day of January next, at Two o'clock in the afternoon, by Messrs. EMALL and BROUGH, all that extensive COAL-FIELD, known as the HALLERING COAL MINES, together with the long-established and valuable CURRENT-GOING COLLIERY, called FAWDON COLLIERY, situated about three miles north of Newcastle-upon-Tyne, together with all the FIXED and MOVEABLE STOCK thereon.

The coal, which is the High Main, or Wall's End Seam, is of excellent quality for domestic purposes, and has been well known in the London and coast markets for the last thirty years, as "Newcastle Wall's End." A new winding was completed in 1841, and a pumping engine erected thereon, which is employed only to the extent of half its power, therefore no further outlay of capital will be required for many years. The great extent of the Hallering coal-field, comprising about [illegible] acres, affords the opportunity of establishing other valuable collieries.

For further particulars application may be made to Mr. James Reden, the colliery viewer; to Messrs. Bell, Brandrith, and Bell, solicitors, New Churchyard, London; and to Carr and Jobling, solicitors, Newcastle-upon-Tyne.

STEAM-ENGINE FOR SALE.—TO BE SOLD, by PRIVATE CONTRACT, an 18-inch cylinder WINDING ENGINE.—Apply to Mr. John Hocking, Redruth.

TO MINE ADVENTURERS AND AGENTS.—ALEXANDER VIVIAN, PATENTEE of the NEW MACHINE for DRESSING PULVERISED ORES, begs to inform the MINING PUBLIC that he is now prepared to state the TERMS on which his MACHINES will be SUPPLIED.—Having already proved, in several mines in his own neighbourhood, the great superiority of his plan over every other yet invented, for the dressing of ores, A. Vivian is able positively to assert, that the important saving in time and labour, and the more complete separation of the ore, amounting, at least, to seventy five in the hundred, will, in a very short time, abundantly repay the small charge for their erection which it is his intention to make.—A. Vivian can confidently refer to the agents of Bedwith, Tincroft, Wheal Vivian, Grambler, and Huel Unity, and other mines, for testimonials of the value of his invention.

Terms known on application to Alexander Vivian, [illegible], Swansea.

RYE & THOMAS, MINE AGENTS and SHAREBROKERS, OFFICES—27, OLD BROAD-STREET, LONDON.

RYE and THOMAS beg most respectfully to inform their FRIENDS, and the MINING INTEREST GENERALLY, that they have REMOVED from 60, Bishopsgate-street, to the ABOVE OFFICES, and take this opportunity of returning their grateful thanks for the extensive and kind support they have already received, both in Cornwall and London, and trust that, by punctuality and honesty in every transaction with whom they may be entrusted, they will prove themselves worthy of that confidence which, to such an unanticipated extent, has already been placed in them.

RYE and THOMAS further thereto offer, for early and correct information from the mines, and facilities afforded for the prompt disposal of mining property, they may be considered as standing upon an equality with any other office in London.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of proprietors of this association will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 31st January inst., at One o'clock precisely.

By order of a court of directors.

6, Great Winchester-street, London, Jan. 4. JOHN MATHER, Sec.

WICKLOW COPPER MINE COMPANY.—Notice is hereby given, that the stated HALF-YEARLY MEETING of the proprietors will be held at the offices of the company, 11, Lower Grosvenor-place, on Thursday, the 11th inst., at Two o'clock in the afternoon.—Dublin.

TO BUILDERS, IRONMASTERS AND OTHERS.—The directors of the COMMERCIAL GAS-LIGHT AND COKE COMPANY, being about to ERECT FORES on their works, Bun Jemmy's Bridge, Bristol, will meet on Wednesday, the 17th January, to RECEIVE TENDERS for from FORTY to FIFTY TONS of BRIDGE WORK, with specimens for boxes of columns, coping, &c.; also IRON ROOFING and GUTTERS, separately or with contracts, to cover an area of about [illegible] feet; the plans and specifications may be seen at the office, on the works, between the hours of Ten and Five.—The directors do not pledge themselves to accept the lowest tender.

By order of the board.

JAMES GRAHAM, Secretary.

RUSSIAN STEEL IRON—"C C N FOLD SABLE."—The UNDERSIGNED are the SOLE AGENTS in ENGLAND for the above BARS of IRON, it can only be obtained through them; and all BUYERS, desiring to avoid purchasing spurious metal with a counterfeit mark on it, are CAUTIONED against procuring C C N FOLD through any other channel. The undersigned have contracted with Messrs. Carron and Co., of Stockholm, and Messrs. P. Malm and Sons, of Boxholm.

CHAS. GRAHAM and CO., 22, King-street, cheap., London.
GRAHAM BETHELL, 18, Mincing-lane, Mark.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting the very hazardous operation. From many testimonies to its excellence, which the manufacturers have received from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c., &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great importance of the Safety Fuse; and I am quite willing that you should employ my name on the occasion of this."

Manufactured and sold by the Patentees, ACKFORD, SMITH, and SAVEY, Camborne, Cornwall.

PONTOP AND SOUTH SHIELDS RAILWAY, NOW PAYING A DIVIDEND OF FIVE PER CENT.—SHARES ON SALE.—Apply to Wells, Brothers, 23, Change-alley, Cornhill.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.—Notice is hereby given, that, pursuant to Act of Parliament, the next HALF-YEARLY GENERAL MEETING of the proprietors of the Duke of Cornwall's Harbour and Launceston and Victoria Railway Company will be held at the London Tavern, Bishopsgate-street, on Thursday, the 25th inst., at One o'clock precisely.

16, Austinfriars, Jan. 5. JOHN RAMSBOTTOM, Chairman.

EASTERN UNION RAILWAY.

PROVISIONAL COMMITTEE.

R. B. Alexander, Esq.	W. Lake, Esq.
J. Abbott, Esq.	W. Long, Esq. (High Sheriff of Suffolk)
John Cobbold, Esq.	Charles May, Esq.
J. C. Cobbold, Esq.	Captain Parker.
John Footman, Esq.	Robert Sassoon, Esq.
John Gurnell, Esq.	The Rt. Hon. Lord Strutbrook, M.P.
J. G. Hart, Esq.	William Rodwell, Esq.
Jeremiah Head, Esq.	The Hon. Arthur Thellusson.
George Jessopp, Esq.	John Tollemache, Esq., M.P.

HONORARY SECRETARY—J. C. Cobbold, Esq., Ipswich.

BANKERS.

Ipswich	Messrs. Alexander and Co.; Messrs. Sparke and Co.
Colchester	Messrs. Round and Co.
Manningtree	Messrs. Alexanders and Co.
Stowmarket	Messrs. Oakes, Bevan, and Co.
London	Messrs. Glyn, Hanson, Mills, and Co.
Liverpool	The Bank of Liverpool.

ENGINEER—Joseph Locke, Esq.

SOLICITORS—Free, Hamilton, and Free, Gresham-street; W. G. Hunt, Whitehall.

The Eastern Union Railway has been projected for the purpose of connecting the town of Colchester, and thereby the metropolis, with the populous towns of Ipswich and Bury, the city of Norwich, and also with the east of England, by a line, commencing at the terminus of the Eastern Counties Railway, at Colchester, and passing close to Ipswich, and thence by Stowmarket to Norwich, with a branch to Bury St. Edmund's. It is intended to apply to Parliament next session for leave to form the first portion of the line—viz., that between Colchester and Ipswich—the capital required for which is £[illegible], to be divided into [illegible] shares, of £10 each, and on which a deposit of £[illegible] per share must be paid in fulfilment of the Standing Orders of Parliament; the documents required to those orders have been deposited, and the necessary notices given. As regards the traffic on this first portion, it is only necessary to state, that after allowing £[illegible] per cent. for the cost of working the line, and, after doubling only the present existing coach traffic, the return from passengers alone (without taking into the account the passengers by steam-boats, the transport of merchandise, manure, cattle, grain, fish, and heavy goods) will exceed 7½ per cent. on the capital required.

Prospectuses, with a map, may be had, and applications for shares may be addressed to, the honorary secretary; the solicitors, Henry Francis, Esq., of the Stock Exchange, and 17, Throgmorton-street, London; Messrs. Forsyth and Pitcairn, Liverpool; John Barlow, Esq., Exchange-street, Manchester; Messrs. Bell and Rhodes, Leeds; Messrs. Buchanan and [illegible], Glasgow; or Messrs. Cubitt and Flint, Hull.—December 27.

IMPORTANT RAILWAY IMPROVEMENT.—As the construction, the peculiar application of the material, and the principle on which carriages are worked upon this railway, are now in the public, it has been considered not only necessary to lay down a specimen, but also to give a similar description of it, and to point out the many advantages it possesses in regard to safety, economy, and durability.

The rails are formed of wood, prepared by Payne's process, which imparts to the wood sufficient tenacity to take the place of iron; and experience proves that, one wood rails, carriages can with ease ascend an inclined plane, with a rise of 1 in 30.

To provide carriages to run with safety on wood rails, should of a peculiar construction, and extremely [illegible].

Mr. Prosser's anti-friction guide and safety wheels (which every [illegible]) [illegible] run on level rails, and at an angle of 45, and which are the most safe of the [illegible] Those wheels are fitted with an angular double flange, corresponding with the edge of the rail, preventing a [illegible] on the low side of the rail of about three inches width, which is a security against accidents.

The experimental [illegible] Trowbridge bridge, and upon which a locomotive engine was daily running, is 67 yards in length, with a gradient of 1 in [illegible], and a radius of 770.

The traffic has already been equal to twelve locomotive engines per day for three years, and the durability of the bearer rails, prepared by Payne's process, is most satisfactory, and the local symptoms of elevation being perceptible.

It may be well to state, that the parties selected to carry out this plan have not the remotest idea of interfering with the present lines, as will [illegible] and towards the facility for cross-lining transportation [illegible] in an easy and economical manner, [illegible] to afford a cheap, safe, and expedient means of transit to those places where the traffic would never justify the expensive outlay necessary to lay down iron rails.—For further information apply to John Vignoles, civil engineer, Bridgewater Works, Bonchurch-road.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, and OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE (brought into use on machinery and axles of every kind where standard friction is kept up—adopted by the most noted manufacturers, and best preservative of the kind ever offered to the public).

Testimonies to unlimited and practical trial can be given, and testimonials shown of the great economical advantages derived from adopting the manufactory, Green street, Wellington street, Blackfriars-road, London.

RAILWAY REFORM PAMPHLET.—PEOPLE'S EDITION, price 1s.—In order to give this work a still wider circulation, and render it accessible to all classes, it has been determined to PUBLISH a NEW PRICE EDITION, printed therefrom, the Appendix only being omitted, from the stereotype plates, now in the press.—Will be ready on the 15th January.

Publisher, Richardson, [illegible].

This day is published,

BRITISH AND FOREIGN REVIEW, No. XXXII.

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I. Critics and Criticism in France.
II. Arnold's Lectures.—The Church and State.
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VI. The Oxford Controversy.—Anglo-Catholicism.
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VIII. Lardner's Museum of Science.
IX. Lardner's Treatise on Heat.
X. Notices of Books.
XI. Notes on the Seat of Policy and Conflict.
XII. Proceedings in the Oregon Territory in question.—The President's Message.

London: R. and J. E. Taylor, [illegible] street, Fleet-street.

THE GARDENERS' CHRONICLE AND AGRICULTURAL GAZETTE.—CHANGE OF PROPRIETORSHIP.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL, FOR THE APPLICATION OF THE ARTS, SCIENCE, PUBLIC WORKS, RAILWAYS, ROADS, NAVIGATION, MINING, and MACHINERY, will, in future, be published every [illegible] price 1s., or stamped, for [illegible] 1s. 6d. [illegible] Contents of the present number [illegible] Geographical engineering, Railway statistics of continental railways, [illegible] Proceedings of engineering societies, and of all new inventions, and the [illegible] of scientific and public institutions, [illegible] of books and periodicals, and an abstract of the [illegible] of all the most important patents [illegible] Engineers' Institution, Institution of Civil Engineers, and Institution of Mechanical Engineers, [illegible] Railway Companies, with Authentic Reports of the Proceedings of the Railway Companies across the Isthmus of Panama, Report on Architecture, the Building Materials of Canada, Rural Improvements, Sanitary Reform, [illegible] Report on the Arts and Sciences.—Publisher of the, by Parker street, Windmill-street, Haymarket, and 7, Ludgate-hill, Paternoster-row, and 7, Ludgate-street.

TO BE SOLD, the VALUABLE PATENT for BELGIUM and HOLLAND, on PERMANENT WAYS and OTHER VEHICLES of [illegible], adapted to the GREAT DETACHED PATENT [illegible] which [illegible] Fish and Bread, to all quarters, [illegible] of RAILWAY [illegible] and Public Roads, [illegible] Carriages, Waggons, Carts, Omnibuses, Railways, &c., [illegible] Patent.

The process for effecting [illegible] of wooden wheels [illegible] Patent, [illegible] Patent, [illegible] Patent.

For [illegible] Patent, [illegible] Patent.

THORNLEY COLLIERY.—The THORNLEY COAL COMPANY down 8 s due to themselves and their agents to lay the following information before the public:—

TO MESSRS. J. W. DAY, WINGATE GRANGE COLLIERY, AND JOHN HUNTER, HASWELL COLLIERY.

Gentlemen,—I am desired by the Thornley Coal Company to request that you will examine the pay bills and books of their colliery since the 5th April last, and report to them the following information:—

1. The amount of down of all kinds which have been inflicted on the men between Saturday last, dividing it into four periods, the one from the commencement of the present settlement to the 18th November, being thirty-five weeks; the other, the three down related for the twenty days that 5th November, distinguishing the different kinds of fines, and, during the latter period, the number of men on whom every fine was inflicted, and keeping each down separate.

2. The number of hewers who were worked at the different pits during these two periods; the gross amount of their earnings per tonnage; the amount of all the above fines per week per day; and the net earnings, after deducting all the above fines.

3. The different pays by the company during these periods for stocking the coals from foul roads, spilt and stone.

Thornley Colliery, Dec. 31. I am, Gentlemen, your obedient servant, [illegible]

TO THE THORNLEY COAL COMPANY. Thornley Colliery Office, December 31, 1843.

Gentlemen,—In conformity with your request, we have examined your colliery pay bills, from which the days are [illegible] 5th April last to the [illegible] and have likewise compared them with the books, to prove their accuracy, and have to report the following facts and your information:—

FIRST.

[illegible]

SECOND.

[illegible]

THIRD.

[illegible]

[illegible]

MINING INTELLIGENCE FOR DEVON.

ENGLISH MINES.

HOLWORTHY MINING COMPANY.

Jan. 2.—In the 110 fathom level, south of Hitchins's shaft, towards the lode, the ground continues favourable for driving; on the north lode at this level, west of Goldsworthy's winze, the lode is sixteen inches wide, and worth 30*l.* per fathom; on the north lode, west of the winze, the lode is one foot wide, and worth 35*l.* per fathom; west of the winze the lode is fifteen inches wide, and worth 35*l.* per fathom. In the 100 fathom level, west of Hitchins's shaft, there is no alteration; in the eastern stope in the back of this level the lode is sixteen inches wide, and worth 30*l.* per fathom; in the stopes east of Doney's winze the lode is one foot wide, and worth 12*l.* per fathom; in the stopes east of Hitchins's shaft the lode is two feet wide, and worth 20*l.* per fathom; the western winze below this level is communicated with the 110 fathom level; in the eastern winze the lode is fifteen inches wide, and worth 20*l.* per fathom; in the cross-cut towards the Flagstaff lode the ground is still hard for driving; at this level, east of Wall's shaft, the lode is small and poor. The lode in the stopes east of Hitchins's shaft, in the back of the ninety fathom level, is eighteen inches wide, worth 22*l.* per fathom; in the stope west of this the lode is fifteen inches wide, and worth 20*l.* per fathom. In the south cross-cut at the eighty fathom level the ground continues favourable for driving; in the stopes in the back of this level the lode is fifteen inches wide, and worth 24*l.* per fathom. In the sixty-fathom level, east of Wall's shaft, the lode is still disordered in branches. The pitches continue to turn out well. We weighed on Saturday last, at Calstock Quay, Noseworthy cross, 207 tons 10 cwt. 2 qrs.—and sampled December cross, sampled 198 tons.

T. RICHARDS.

BEDFORD UNITED MINING COMPANY.

Jan. 2.—The forty-seven fathom level cross-cut north, at new engine-shaft, has reached the cupola of the lode, and it is expected that a few days will suffice for uniting through the main part of the lode, carrying the ore in the thirty-five fathom level above. In the thirty-five fathom level west the lode is about two feet wide, composed of quartz, spar, and producing in places good stones of ore, and altogether looking kindly. In the thirty-five fathom level east the lode is about two feet wide, composed of spar and mundic, with stones of ore. In the twenty-five fathom level east the lode is about eighteen inches wide, composed chiefly of quartz and spar. The pitches are without alteration, turning out tolerably well. At Ding Dong, at the engine shaft, which is 2 fms. 3 ft. below the deep adit, the lode is about three and a half feet wide, composed of spar, mundic, and good stones of ore, and altogether looks very promising to become a productive lode at east level.

J. PHILLIPS.

CONFIDENCE MINING COMPANY.

Jan. 1.—We reported to you last week of having communicated the seventy fathom level to Morrey's engine shaft, consequently, we had to relieve the little engine from drawing water to the sixty fathom level; our engineers have been engaged during the past week in drawing up the pumps, putting down connection rods, &c., therefore we have done but little in sinking Morrey's shaft below the seventy fathom level. West of Morrey's shaft we are cutting north towards the north lode, also to the east of this shaft we are driving north, and calculate it will require a month to see the lode in various places. The seventy fathom level, east of the great engine-shaft, is favourable for driving. The Chiverton lode is one and a half feet wide, although poor at present, it has a promising appearance. The stopes in the back of the seventy fathom level are much the same as reported last week; one foot wide, 65*l.* to lead.

J. WEBB. R. ROWE, Jun.

GALLIGOTHON MINING COMPANY.

Jan. 1.—At the North Mine, the shaft men are engaged in casing and dividing the shaft; the plat at the seventy is not yet completed, the ground being hard. At the sixty fathom level, driving north, we are still opening tributo ground. At the fifty fathom level north the lode is fourteen inches big, and worth 6*l.* per fathom. At the forty fathom level north the lode is nine inches big, and worth 4*l.* per fathom. At the thirty fathom level north the ground is favourable for driving, and lode containing silver-lead ores. At the fifty fathom level east we have driven through the cross-course, and commenced cross-cutting. At the South Mine, we shall at once commence sinking below the eighty; driving north at this level the lode is ten inches big, and worth 20*l.* per fathom; driving south at the same level the lode is eight inches big, and worth 12*l.* per fathom. At the seventy fathom level north the lode is worth 6*l.* per fathom; rising from the back of this level south we are opening tributo ground. At the sixty fathom level north and forty fathom level south the lode is unproductive; in the forty fathom level north the lode is kindly, holding silver-lead ores.

J. T. PHILLIPS.

UNITED MINES MINING COMPANY.

Jan. 3.—In the seventy fathom level, in the eastern end, the lode is two and a half feet wide, eighteen inches ore of fair quality; in the western end the lode is four and a half feet wide, producing but little ore. In the sixty fathom level, east of eastern shaft, the lode is two feet wide, one foot ore of good quality. West of diagonal shaft the lode is five feet wide, very throughout, coarse in quality. East of James's shaft the lode is four and a half feet wide, two and a half feet ore of average quality; west of James's shaft the lode is three feet wide, one foot ore of fair quality. East of Nettle's winze the lode is six feet wide, very throughout, of low quality; west of Nettle's winze the lode is five feet wide, two feet on the south part producing good ore; the lode in the stopes is eight feet wide, five feet ore of average quality. In the eastern shaft, sinking under the sixty fathom level, the lode is three feet wide, one foot on the north part good ore. At the forty fathom level (Wheal Sparrow) no alteration. In the thirty fathom level, in the eastern end, the lode is two and a half feet wide, two feet ore of fair quality; in the western end the lode is three feet wide, two feet ore of average quality. In the twenty-five fathom level there is no alteration. In the twenty fathom level, on Stacey's lode, the lode is eighteen inches wide, one foot good ore, with a promising appearance. In the ten fathom level, on ditto, the lode is fifteen inches wide, nine inches good ore. In the adit level the lode is fifteen inches wide, eight inches ore of good quality. In Williams's engine-shaft on lode hunting for the past week.

N. LANDON. R. H. PEARCE.

WEST WHEAL JEWEL MINING ASSOCIATION.

Jan. 1.—The eighty-five east, on Wheal Jewel lode, is worth 15*l.* to 20*l.* per fathom; the eighty-five west, on this lode, has not been taken down since our last; the eighty-five cross-cut south is a good deal more favourable for driving than last reported. The seventy west, on Wheal Jewel lode, is worth 35*l.* per fathom; the winze sinking this level is worth 20*l.* per fathom. The winze under the seventy east is worth 10*l.* per fathom, being still rather disordered by a slide. The thirty east, on Wheal Jewel lode, is worth 35*l.* per fathom.

STEPHEN LEACH.

TREGLITH CONSOLS MINING COMPANY.

Jan. 1.—In the eighty, east of Chiverton, the lode is two feet wide, worth 10*l.* per fathom. In the sixty, east and west of Giant Fortune shaft, the lode is four feet wide, worth 12*l.* per fathom each end. The fifty west is worth 15*l.* per fathom. The fifty east is rather weak, and producing stones of ore. The forty-four west is worth 15*l.* per fathom, and a very kindly end.

WILLIAM STEVENS.

CONSOLIDATED VIRTUE MINING COMPANY.

Jan. 1.—The lode in the fifty fathom level, west of Heywood's shaft, is two feet wide, very good tributo ground; the lode in the fifty fathom level, east of Heywood's shaft, is ten inches wide, producing a small quantity of ore. The lode in the rise, in the back of this level, east of Heywood's shaft, is fifteen inches wide, good tributo ground. We have not yet cut through the cross course in the forty fathom level, east of Heywood's shaft.

H. WILLIAMS. J. MORCOM.

FOREIGN MINES.

ORFORDA GRANDDAR MINING ASSOCIATION.

Grenada Point, Oct. 23.—I am sorry I cannot report any change in the appearance or produce of the mine. At the Cumbre Mine, the lode in the end is so unkindly in its appearance that it is considered advisable to remove the stone the trials on some other parts of the lode.

J. R. A. CHUBBY.

Gold Report.

Week ending	Average fine	Pwt.	Grains.	Total fine ounces.	Pwt.	Grains.
Oct. 10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 24	[illegible]	9	1	19	[illegible]	[illegible]
Total from Oct. 3 to Oct. 31				[illegible] ozs.	[illegible] dwts.	11 grs.
Total from July 1 to Oct. 10 (14 days)				1[illegible] ozs.		

THE IRON TRADE.—We are very glad to hear that a second furnace was blown in at Ebbw-vale, Carmarthenshire, on Tuesday last. The furnace was built under the direction of Mr. J. Hodges, the manager of the works. We understand that the iron that is made, is of the best quality, being manufactured with anthracite coal.—*Cambrian.* The demand for anthracite iron is on the increase, and we are glad to find the Ebbw-vale furnace has set to work a second furnace. There are rumours that other works in the district are about being set on.

FURNACE OF LEAD PIPE UPON WATER.—Professor Shaw, speaking of the influence of lead pipes upon water, says:—"Respecting the influence of lead pipes upon the water which they contain, it may be sufficient to say, that having tried the Sebastian water, we overcoated it so effectually, in the end, that for days then twenty-five years, I have never perceived the slightest indication of the presence of that metal. Had there been any lead in the liquid in question, the re-agents with which I have been accustomed to use it, would then contract the liquidity evident."—*American paper.*

SINGLE FOOT-PLATES.—Most of our large ships are now built by a steam machinery, which is drawn alongside upon wheels, and then hoisted and lowered into place complete. One would think that men would get sick of upsetting before doing it, practically, enough to convince them that the need of such machinery no longer, but harder we all have to work.—*American paper.*

MEETING OF COLLIERY DELEGATES AT MANCHESTER.

On Tuesday last a meeting of delegates from the colliers in all parts of the kingdom was held at the Carpenters' Hall, Cheetham-street, Manchester, to the amount of seventy or eighty, when T. Wrankmore was elected chairman and John Kelly vice-chairman, and the secretary having examined the *credentials* of the delegates, a resolution was passed, that all those who had not got them should write for them immediately; it was also resolved, that each day's conference should be printed, and a copy furnished to each delegate for inspection.—From the Jarrow Colliery, George Charlton, a delegate, stated that the masters had resorted heavens possible means to break up the association at that place, and that the men were compelled to depend by a wire rope! One delegate remarked, that the only way to distinctions the wire rope (!) would be to petition the Legislature. A resolution was then passed, that the matter as to whether the Jarrow men should work or not should stand over to another day.—The chairman said, they had had unions before, which had done no good, but he thought the one now existing was the only kind of union calculated to relieve them from the misery in which they were placed as coal miners (?)—J. Hall (the general secretary) was then furnished with the following list of the total number of members of the association in each district:—Wingate, 3000; Bainesfile, 1322; Great Hetton, 1346; West Auckland, 1509; Ouhill, 619; Waldridge Park, 426; Rockington, 1006; North Elswick, 915; Wall's-end, 669; Rochdale, 363; Bury, 315; Wigan, 940; Pemberton, 400; Little Lever, 419; Chorley, 203; Worsley, 400; North Staffordshire, 3000; South ditto, 1279; Whitehaven, 133; Earsdon, 519; Jarrow, 667; Bedlington, 1339; Fawdon, 776; Yorkshire, 996; Derbyshire and Notts, 169; Bolton, 649; St. Helen's, 1060; Oldham, 300; Ashton under Lyne, 641; Bacup, 300; Bradford and Clayton, 141; Blackrock, 559; Workington, 349; Flintshire, 836; Denbighshire, 400; Poynton, 679; Holly Town (Scotland), 800; Coatbridge, 600; Mid Lothian, 300; Airdrie, 1000; Heywood and Middleton, 182; Halshaw Moor, 700; Dean Church, 300; Duncan Park, 245.—It was stated that the above were all payable members, with the exception of those in Denbighshire, who were too poor to pay.

A conversation then ensued, as to whether the names of the delegates, who addressed the meeting, should be published or not, and it was ultimately decided that the names of the *mover* and *seconder* only should be given; several of them, however, declared they would rather have their names go to the public with the grievances they represented.—In a printed programme of resolutions, the first was moved by William Richardson—"That the executive be a permanent committee," which was understood to mean that the committee should sit daily for six months at one place, to consist of five members, including the treasurer and secretary, each one to receive 10*s.* per week.—The following important resolution was then passed—"That members of the association be desired to refrain from seeking employment in those collieries where the men were standing out for their redress of grievances;" and the meeting adjourned until Wednesday morning at nine o'clock.

MINE ACCIDENTS.

Dr. Walsh has thus described two of the less common harbingers of choke-damp and fire-damp, those ministers of death, whose approach is frequently as insidious as it is destructive:—"At one time, an odour of the most fragrant kind is diffused through the mine, resembling scent of the sweetest flowers; and, while the miner is inhaling the balmy gale, he is suddenly struck down and, expires in the midst of his fancied enjoyment; at another, it comes in the form of a globe of air inflamed in a filmy case; and while he is gazing on the light and beautiful object floating along, and is tempted to take it in his hand, it suddenly explodes, and destroys him and his companions instantly."

Dinas's Colliery, South Wales.—Another of those awful visitations to those employed in the labour of the coal mine, explosion by fire damp, took place at this colliery on Monday last. It is situated about seventeen miles from Cardiff, and is the property of Mr. Walter Coggin. For many years this mine has been particularly noted for the care and attention bestowed on all the details of its workings to prevent accidents, and it was the custom before the men commenced working, for one to descend, and fasten the doors of the various "headings," and thus exclude the light orchestrated hydrogen which might have accumulated in the interval of working from the men's visit until the ventilation was again complete. On this occasion, it is supposed the man who was sent down for that purpose had neglected to secure one door down, and, as the party who worked there proceeding with a light, the explosion took place; the men in the pit at the time were about 150, and those in the other parts of the mine immediately rushed to the shaft, and were safely got to surface, but, on calling over the names, eight men and four boys were missing, who were, no doubt, victims to the explosion; two others were much injured, one having both legs broken, and the other his arm dislocated. What renders this accident more distressing to the parents and friends of the unfortunate individuals, is the circumstance that, from the nature of the operations, the bodies cannot be obtained without sinking new pit—a work of much time and difficulty.

Cinder Moor.—A distressing accident occurred at the coal-pit recently opened on Cinder Moor, by Messrs. Barker and Holmes, intended to supply the iron furnaces with coal. The overman with one other entered a mason, remained in the pit on Tuesday evening for the purpose of walling a doorway. About half-past eight o'clock, when the work was nearly completed, one of the men accidentally set fire to a slight accumulation of gas which had gathered in the roof of the working—an explosion was the result, by which, we regret to say, William Armstrong, of Green Gate, a mason, was killed, and three others scorched, but not dangerously. The colliers found their way to the shaft without difficulty, but poor Armstrong struck his head against a bogie on his way out, had fallen on the road and was found there shortly afterwards, quite dead.

Worsley near Bird, Little Hulton.—A fearful accident happened at one of the coal-pits belonging to the trustees of the late Duke of Bridgewater, through an explosion of fire damp, by which two persons were killed, and sixteen men and boys more or less burned. The cause of this melancholy disaster is attributed to James Stephenson, one of the coal getters, who, although he had a safety-lamp provided for him, chose to take chances to use it, had just lighted a candle, when the gas, of which a considerable quantity had collected, exploded; such was the extreme heat that, we are informed, nearly the whole of the tallow was melted from the lock of his candle. Of course Stephenson was much burnt, but not so severely as some of the others.

George Pit, Hulton-le-Hole.—Fatal accident happened to R. Carr while ascending the pit, by the falling of the rope, when at about fifty fathoms up.

Hadton Colliery.—E. Smith, door keeper, was crushed between a tub and one of the posts of the gate.

Dunston.—R. Griffiths was killed by a stone, weighing upwards of two tons, falling on him while in the act of loading a tram in one of the levels.—D. Richards has since died from the effects of the injuries he received a short time since by a fall of coals.

Merthyr.—Many fatal accidents have taken place here underground by coal, stones, &c., falling, and entailing the unfortunate workmen; the cases in which the verdict "accidental death" has been returned, indeed, are too numerous to be detailed—in one instance, a widow and eight children have been left destitute.

Cilfynydd.—J. Richards (miner, of Merthyr) was crushed to death by a stone of immense weight falling on him, while following his employ in the levels.

THE INVENTION OF THE SAFETY LAMP.—On looking into the eighth volume of the *Annals of Philosophy* (1816), edited by Dr. Thomson, we find two or three communications, bearing the invention of the safety lamp to Dr. Clanny, and a contribution from that gentleman himself, dated August 10, 1816, in which he says:—"And the pleasure, in October, 1815, to take the first light into a field of fire damp, at the impending point, which before that time was considered, by most persons connected in coal mines, as an impossibility. This safety lamp believes to constant use (in the above named coal mine), whenever great dangers apprehended from fire-damp, since the above-mentioned period. In a word, the originality and priority of my idea of an insulated light for coal mines, with the construction of a safety-lamp, and the establishment of the safety solidity of that lamp in coal mines greatly infested with fire damp, are now generally acknowledged." We copy this passage, because numerous impressions have prevailed in quarters where the facts were not thoroughly known.—*Sunderland Observer.*

It is said that Mr. Longstaff, recent viscount for the Marquis of Londonderry's colliery at Pittington, will claim the valuable and responsible appointment of mining engineer to his lordship, vacant by the death of the late John Buddle, Esq.

SOUTHAMPTON EAST INDIA AND CHINA COMMERCIAL ASSOCIATION COMPANY.—On Wednesday the provisional committee assembled to allot the shares subscribed for in this new undertaking. To us, who unfortunately entertained a very favourable—perhaps sanguine—opinion in regard to the formation of this company, it is a matter of sincere gratification to know that no shareholder has disappointed capital, nor have amongst the public or the press—who have given extensive circulation to our opinions as to the respective merits of the project. We understand that an unprecedentedly large number of shares have been taken. In the city, and this too, before even the directors have been appointed; no doubt, rather—a more hopeful, as we are informed—will very be held at the end of the manufacturing towns and cities of the kingdom, provided they applied for, and the deposit of 1*l.* per share to part previous to the 10th day of January next, or as before which day the deposits are to be paid by the shareholders generally. Immediately after that date an efficient, such, as we are to, a highly responsible and influential board of directors will be submitted for the approval of the shareholders.—*Hampshire Independent.*

LIVERPOOL COMMERCE.—Mr. B. Poole, in evidence before the Liverpool Dock Commission, stated that there are at her ports annually and eighty thousand vessels, averaging an annual average exports of 1,500,000 tons of manufactures, exclusive of salt and coal, to and from port.

FLUCTUATION IN THE VALUE OF JOINT-STOCK PROPERTY IN 1843.

Mr. John Greaves, chemist, of Liverpool, and our correspondent in that town, has forwarded us an annual statement of the highest and lowest prices of the several railway, bank, and other companies' shares, during the past year, including the transactions in both the London and Liverpool markets—he observes—"The favourable harvest, in 1842, compared with the four previous seasons increasing the bullion in the Bank of England, gave indisputable evidence that the previous general depression had passed its lowest ebb, and another favourable harvest in further improving prices of shares, and the general trade of the country. The amount of bullion in the bank, ascertained in the quarter ending December 23, 1842, was 10,311,000*l.*; and in the corresponding quarter of 1843, 12,996,000*l.*—showing an increase of 2,685,000*l.* The comparison of the railway receipts, from the 1st July, with the same period last year, produces the following favourable results:—Glasgow and Greenock has increased 2383*l.*; Grand Junction, 6[illegible]*l.*; Great Western, 19,557*l.*; London and Birmingham, 16,367*l.*; South-Western, 7766*l.*; Liverpool and Manchester, 11[illegible]*l.*; Manchester and Leeds, 12,865*l.*; Manchester, Bolton and Bury, 4[illegible]*l.*; and North Midland, 64[illegible]*l.* The following is the weekly average of fifteen lines of railway, for 1842 and 1843:—

	1842.		1843.		Increase.
Eastern Counties	1[illegible]		2799		1784
Edinburgh and Glasgow	2229		2247		27
Glasgow and Greenock	[illegible]		973		93
Great Western	13[illegible]		14[illegible]		797
London and Birmingham	13[illegible]		16971		655
London and Brighton	[illegible]		4429		433
London and South Western	6314		6625		311
Liverpool and Manchester	4419		4464		45
Manchester and Leeds	6941		7[illegible]		400
Manchester, Bolton, and Bury	5[illegible]		716		140
Manchester and Birmingham	2[illegible]		2861		643
Midland Counties	2744		2816		72
North Midland	4[illegible]		4704		2[illegible]
South-Eastern	1364		3773		2409
York and North Midland	1724		1818		94

The average difference in the prices of railway and other shares has been as follows—viz., Chester and Birkenhead, highest price 26, lowest 16—difference 9; Eastern Counties, 11½ and 7½—difference 3½; Edinburgh and Glasgow, [illegible] 45½—difference 12½; Grand Junction, 227 and 192—difference 35; Great Western, 99½ and 84½—difference 14½; Liverpool and Manchester, 228 and 199—difference 29; London and Birmingham, 241 and 202—difference 39; London and South-Western, 55½ and 42—difference 13½; London and Brighton, 42½ and 32—difference 10½; Manchester and Birmingham, 40 and 20—difference 20; Manchester and Leeds, 100½ and 66—difference 34½; Midland Counties, 86 and 60—difference 26; North Midland, 90 and 63½—difference 26½; Sheffield and Manchester, 60 and 43½—difference 16½; and York and North Midland, 135½ and 98—difference 36½. In the banks and miscellaneous shares, but little variation has taken place, compared with railways. The Royal Bank of Liverpool, with 5000 shares, has reached 6064, and has come down to 670; the Borough Bank has varied only 1½; Bank of Liverpool, 3; Commercial, 2; North and South Wales, only ½; Manchester and Liverpool District, 1½; and the Union, 1½.—Exchange Buildings shares have alternated from 201 to 166.—New Gas from 220 to 190.—Harrington Dock from 66½ to 66½.—Bootle Water-Works from 402 to 380; and the Liverpool and Harrington from 650½ to 600. The above statistical data must prove interesting to the capitalist and the commercial man, and it will be found, on comparison with the fluctuations of the previous year, that not only railway property, but the average of the general share list of 1843, has proved much more firm than its predecessor.

THE WATERLOO-BRIDGE GALLERY.—We some time ago alluded to Mr. Morley's elegant design for an exhibition gallery over Waterloo-bridge, and are truly glad to learn that the project is likely to be patronized by a most powerful and influential body of nobility and gentry, which we sincerely hope will be the case, for, if carried into effect agreeably to Mr. M.'s design, we have no hesitation in stating, that it will be the most splendid structure in the metropolis, not excepting the Houses of Parliament now erecting. Our readers may form some idea of its magnificent effect when we state, that the entire length of the building will be nearly a quarter of a mile, the front of which will be enriched with about eighty splendid columns and pilasters (copied from the temple of Tivoli in Italy), supporting a bold and well proportioned cornice and parapet; over the middle of the structure, extending about 400 feet, it is proposed to construct a conservatory, about fifteen feet high, with a plate glass front. We have also seen Mr. Morley's original design for the St. Philip's Bridge, at Bristol, the construction of which originated with him, but which, we understand, was not carried into effect on account of it having been deemed expedient to construct a drawbridge. Mr. M. is making a similar design for the corporation of Bath, which, if carried into effect, will form a splendid ornament to that fashionable city.

RAILWAYS AND WIRE ROPE—SHOTLEYBRIDGE MINING DISTRICT—(*From a Correspondent.*)—A railway communication has just been opened between the Consett Iron-Works near Shotleybridge, and Gateshead. Though the nature of the country through which the line passes is peculiarly unfavorable, in an engineering point of view, the apparently insuperable difficulties have been encountered in a manner which reflects the highest credit on the talent of the several engineers and others employed on the undertaking. On some of the inclines, Newall's wire rope has been introduced, and its success has confirmed that high character which the introduction of wire rope has, on every occasion, obtained for economy and increased durability. One of the ropes alluded to has been two years in use, and is now apparently as sound as ever—a hempen rope would not have lasted one-third the time! On the Gateshead to Tanfield Moor part of the line, the wire rope, connected with a stationary engine, draws the train a distance of two miles, along a remarkably circuitous route. From Tanfield Moor the line enters upon a junction laid down by the Derwent Iron Company, and then proceeds to the iron-works at Consett, where that company have two furnaces in operation, two others nearly completed, and others in contemplation. The Silvertongue Lead Mines are also connected with this line, which will afford great facilities for the carriage of their produce. The event was celebrated, as it should be, by good fare, which afforded an opportunity not only for the expression of good feeling, but an acknowledgment of the ability and exertion displayed in the accomplishment of this triumph of art. Mr. E. Meachamp, of Sunderland, who is the chief, supported by Mr. J. Hewitt, of the Brandling Junction, who did honour to the posts they occupied. The chief toasts were—The Brandling Junction Railway—The Derwent Iron Company and Mr. Meachamp—Success to the Coal Trade: Mr. H. Grey responded—the Lead Trade and Mr. Teasdale: in the remarks of Mr. Teasdale, he alluded to the fact of considerable quantities of "black jack" having been recently found, and the consequent introduction of fresh works in the district—the Engineering Profession, with others, closed the agreeable entertainment.

ATLANTIC STEAM NAVIGATION.—The mammoth steam-ship, *Great Britain*, is at length definitively appointed to proceed on her first voyage, from England to New York, on the 26th of May next. Some conception of the vastness of her size may be formed from the fact that her burden is 3000 tons, and her engines 1000 horse power, whilst those of her sister ship, the *Great Western*, are respectively 1000 and 450. Captain Hoskins, the late ship commander of the *Great Western*, will take the command of the *Great Britain*, his plant being supplied in the *Great Western* by Mr. S. R. Mathews, the experienced first officer of that vessel. It is a source of much disappointment to the Bristol people, that, although their city has all the honour of projecting and constructing the *Great Britain*, Liverpool will have the credit of first sending her to sea. We understand the *Great Britain* will visit the Thames in the course of a few weeks, in order to display her gigantic proportions and superb interior fittings to the inhabitants of the metropolis.

CHESTERFIELD CANAL.—At a meeting of the committee of the Chesterfield Canal Company, held at the Angel Inn, on Wednesday last, a dividend of 3*l.* per cent. for the half-year was declared. The traffic is said to have considerably increased of late.

ARTESIAN WELL IN MIDDLESEX.—An Artesian well has been recently completed at the Middlesex Pauper Lunatic Asylum at Hanwell, under the skilful superintendence of Mr. Baker, of the Westminster-road, which, from the quantity and the quality of the water which it yields, as well as the height to which the water rises, may be reckoned as one of the most powerful in the kingdom. The shaft is a depth of thirty-one feet in ten feet in diameter, and thence to a further depth of 200 feet is six feet in diameter, making 231 feet. At that point a small vapor was driven before into a sand stratum, strongly charged with water, through which it was found necessary to force cast-iron cylinders into the clay beneath, a depth of twenty feet. The whole of the shaft is constructed of brick work in cement, and the cylinders are also lined with the same material. At the depth of 263 feet, a pewter vapor was inserted, and secured with brick work, and the boring commenced with pipes of fourteen inches internal diameter, which are carried down into the Bagshot sandstone, containing the shells, a depth of 300 feet, whence the water rose, and overflows the surface at the rate of 100 gallons per minute, and at twenty six feet above the surface, at the rate of twenty-three gallons per minute. The following is a description of the strata through which the well has been sunk and bored, with the comparison of a few acres of agricultural comparable soil, 1 ft. 6 in.; gravel, 7 ft.; sand, 3 ft. 6 in.; gravel and sand, 6 ft.; brick clay, 3 ft.; blue or London clay, 180 ft.; indurated sand, sand, and clay, with pieces of wood and shells imbedded, 10 ft.; pebbles and shells, 4 ft.; pipeclay, 10 ft.; sand, 3 ft.; pipeclay, 4 ft.; indurated sand, sand, and clay, 6 ft.; dark brown clay, 3 ft.; green sand and clay, 7 ft.; coarse sand, 3 ft. 6 in.; pebbles and yellow clay, 1 ft. 3 in.; bed of flint stones into which the bore is carried, 1 ft. The temperature of the water as it overflows the surface is 50° Fahrenheit.

George Hewson, Esq., of Preston, has, we understand, been appointed principal viewer of the collieries belonging to W. Russell, Esq., Dunsnorth Castle.

PROCEEDINGS OF PUBLIC COMPANIES.

ALTEN MINING ASSOCIATION.

A special meeting of the shareholders of this company was held at the office, in Broad-street buildings, on Saturday, the 30th ult., for the purpose of receiving the report of the directors, and for the election of three new directors. —The chair having been taken by JOHN LABOUCHERE, Esq., the following reports were read to the meeting:—

REPORT.

Since the short report circulated last month, further advices have been received from Alten, and it is with much pleasure the directors have again to report, that the appearances of the various lodes were as favourable at the date of these advices (the 5th November) as the previous letters had led them to expect.

Mr. Crowe's report is as follows:—

"As we have not been able to make any returns to the smelting house since our season closed, owing to the continued unsettled state of the weather, which has prevented our driving, we are unable to hand you the usual estimates; we could have formed one upon the old method of calculation, but as the system adopted last year, of basing our estimates upon positive weights and measures, has been found a sound one, we prefer waiting until we can hand you the two months together, which, as we commenced driving from Raipas yesterday, we shall be enabled to do in regular course. In the meantime, it may be satisfactory to state, that they will not fall short of the previous month, but probably exceed it, as the appearances, generally, are promising. By the settings for November, which accompany this, you will observe, that we have increased the number of [illegible] bargains; this has been effected, not by increasing the number of our people, but by reducing the number of our unproductive day labourers, and applying them to productive operations. [illegible]"

Mr. Engstrom's letter also conveys some general results of the year's accounts, which were then making up, and which may be expected in London in the course of the month of January. It appears that the expenditure for the last year ending the 1st October has been, at Alten, about [illegible]

In London [illegible]

And for interest on money borrowed [illegible]

Total [illegible]

The quantity of copper delivered from the smelting-house in the year has been 187 tons 7 cwts. [illegible], which has produced the sum of [illegible]

Leaving a deficiency on this year's operations of about [illegible]

[illegible]

After some observations from Mr. Good (from Hull), and other gentlemen, Mr. HILLS said he very much regretted the retirement of the directors, which they did not do without leaving the concern in a far better situation. He then proposed—"That the grateful thanks of the meeting be offered to the directors for their past services, and its regret that they should now resign." —Mr. GOOD seconded the motion, which was passed unanimously.—It was then severally proposed by Mr. HILLS, and seconded by Mr. GOOD—"That George Bowden Carr, Esq., John Murray, Esq., and Robert Hart Pike, Esq., be elected directors of the company," which was agreed to unanimously. —Mr. CATTERMOLE said the copper from Alten was only second to the Russian copper.—After some other remarks, thanks were voted to the chairman, and the meeting adjourned.

TEMPERANCE PROVIDENT INSURANCE INSTITUTION.

The third annual meeting of this excellent institution took place at the office in Moorgate-street, on Tuesday, the 2d inst., when a most satisfactory report was presented, from which we extract the following:—

"It is with no ordinary gratification that the directors present their report of the progress of this institution during the past year. [illegible]

[illegible]

"Much has been done in the last few years to extend the practice of life assurance. It has already become a very general custom among the larger tradesmen, but it has been left for the Temperance Provident Institution to bring its benefits within the reach of working men. [illegible]

"In conclusion, the directors must again earnestly and affectionately recommend the members individually, as well as every friend to the cause of temperance and honest independence, into whose hands this report may fall, to use their utmost exertions to extend a knowledge of the objects and benefits of this noble institution; [illegible]"

The thanks of the society were voted to the directors, secretary, and auditors, for their services during the past year, and the meeting separated, highly gratified.

COLONIAL BANK.

The half-yearly meeting of this bank took place on Tuesday, the 2nd inst., at the London Tavern, and was numerously attended. The chair was taken by A. COLVILLE, Esq., who apologised for the absence of John Irving, Esq., M.P., who usually presides on such occasions, through illness. The advertisement convening the meeting having been read, Mr. CALVERT (the secretary) read the report of the directors, which stated, that according to the provisions of the charter, the directors submitted the usual statement of debts and assets, made up to the 30th of June last, from which it appeared that the total amount of debts, including circulation, deposits, paid-up capital, reserved fund, and profits for the half-year, [illegible] The report expressed the regret of the directors in being obliged to report a diminution of the profits, which was accounted for by the extreme cautionary measures which it had been found necessary to adopt in the colonies; [illegible]

The CHAIRMAN said, he would only say, in addition to that report, that the directors would be glad to receive the observations of any gentlemen present who felt disposed to make them. [illegible]

LONDON AND SOUTH-WESTERN RAILWAY COMPANY.

At a special general meeting of shareholders, on Saturday, the 30th ult., at the Nine Elms station, Mr. W. CHAPLIN in the chair, [illegible]

MANCHESTER AND LEEDS RAILWAY.

At a special general meeting of the shareholders held on Thursday, the [illegible] ult., HENRY HOULDSWORTH, Esq., [illegible]

STAR LIFE ASSURANCE SOCIETY.—We understand this all but nascent concern (established only on the 4th of Sept., 1843) has made, up to the [illegible] of the year 1843, the most incredible progress—143 proposals for assurance having been received; of which 116 were policies issued; accepted, 13; in progress, 17; declined, 10; [illegible] This progress is, doubtless, to be attributed to the powerful interest which it has excited amongst the Wesleyan Methodist Societies, to whose benefits are more particularly devoted; besides which its allowance of interest at five per cent., and one-tenth of the profits to the shareholders. This society has now about 300 agents, and 240 medical officers. We augured well of this company at the outset, and are happy to find our expectations realised.

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HALL OF COMMERCE, AND GENERAL SUBSCRIPTION ROOMS, LONDON.

BOARD OF SUPERINTENDENCE.

Sir GEORGE LARPENT, Bart., Chairman.

JOHN CATTLEY, Esq., Deputy Chairman.

[illegible]
James Cook, Esq.
[illegible]
Matthew Forster, Esq., M.P.
Abel Lewes Gower, Esq.
Samuel Gurney, Esq.
[illegible]
Kirkman D. Hodgson, Esq.
John Irving, Esq., M.P.
Henry Kingscote, Esq.
James Matheson, Esq., M.P.

James Pattison, Esq.
Sir John Pirie, Bart.
John D. Powles, Esq.
Henry James Prescott, Esq.
Baron L. de Rothschild.
David Salomons, Esq.
[illegible]
Martin Tucker Smith, Esq.
William Thompson, Esq., M.P.
[illegible]
George Frederick Young, Esq.

The HALL OF COMMERCE has been erected to provide a central point of meeting in the commercial world for the merchants, bankers, shipowners, manufacturers of the United Kingdom, captains of vessels, foreigners engaged in commercial or other pursuits, and the public in general.

The READING-ROOM adjoining is provided with all the leading foreign and British newspapers, and general commercial intelligence from all parts of the world, maps, charts, itineraries, directories, steam-boat and railroad information, list of ships sailing to all parts of the world, prices current, documents and books of reference on commercial subjects.

There are also rooms for PRIVATE BUSINESS, and FIRE-PROOF VAULTS and SAFES for the deposit of valuables.

In addition to the above conveniences, the subscribers will have the use of an EXCELLENT LIBRARY on COMMERCIAL SUBJECTS.

The establishment will be conducted by the proprietor, under the superintendence of a board of subscribers.

TERMS OF SUBSCRIPTION PER ANNUM.

Persons residing in London, or within twelve miles ………… £1 11 6

Persons residing at a greater distance ………… 1 1 0

London, September [illegible]

The board of superintendence of the Hall of Commerce take leave to draw your attention to this institution. It has been built and established at a very great cost, by a single individual, for the convenience of the commercial community of the city of London, with a degree of public spirit worthy the metropolis of the world.

The subscription is now placed on so moderate a scale as to be an object of consideration, in proportion to the conveniences offered, which are set forth in the above prospectus; and the board are of opinion, that, without interfering with any of the existing establishments appropriated to specific branches of trade, these conveniences may be found available by a very large body of persons in the city of London, by parties visiting London occasionally on mercantile affairs, and by gentlemen from the Continent and other foreign parts.

GEORGE LARPENT, Chairman.

JOHN CATTLEY, Deputy Chairman.

N.B.—A coffee-room is now open for the accommodation of the subscribers.

26

SMOKE NUISANCE.—ECONOMY OF FUEL WITHOUT the NUISANCE from SMOKE, by C. W. WILLIAMS'S ARGAND FURNACE.—The principle of this furnace consists in the mode by which the air is introduced to the gaseous matter evolved from coal, whereby a more perfect combustion of the constituents is effected, the process being conducted on true chemical principles as explained by Mr. Williams, in his Treatise on the Combustion of Coal. A furnace constructed on this principle may, by permission, be daily seen in action at the Water-works, [illegible] and Manchester Railway Station, [illegible]

For further information, apply to [illegible] agents, [illegible] Town-hall buildings, Cross-street, Manchester.

27

IMPORTANT PATENT IMPROVEMENT IN CHRONOMETERS and WATCHES.—E. J. DENT, 82, STRAND, who obtained the high distinction of receiving the Government Reward for the unequalled performance of the best chronometer ever submitted to twelve months' public trial, begs to acquaint the public that the MANUFACTURE of his WATCHES, CHRONOMETERS, and CLOCKS, is SECURED to him by THREE SEPARATE PATENTS, respectively granted in [illegible] [illegible] "Time-keepers," is now ready for circulation.

28

PHOTOGRAPHY.—GREAT IMPROVEMENTS having been recently effected in this interesting and extraordinary science, by Mr. BEARD, the patentee, in the process of TAKING and COLOURING LIKENESSES, the public are particularly invited to an inspection of varieties, at the establishment, [illegible] King William-street, City; Royal Polytechnic Institution; and [illegible] Parliament-street, where exchanges for new, in lieu of old portraits, may be had, on payment of [illegible]

COLOURING SMALL [illegible]

29

LONDON FRIENDLY UNION NATIONAL INSTITUTION.

ESTABLISHED [illegible]

UNDER THE PATRONAGE OF

The Right Hon. Lord LYNDHURST, Lord High Chancellor of Great Britain.

The Right Hon. Earl of LIVERPOOL, Lord Steward of the Household.

[illegible]

The Right Hon. Earl of Aberdeen, her Majesty's Principal Secretary of State for Foreign Affairs.

[illegible]

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MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Royal Geographical	3, Waterloo-place	Monday	8½ P.M.
British Architects	16, Grosvenor-street	Monday	8 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8½ P.M.
Civil Engineers	25, Great George-street	Tuesday	8½ P.M.
Zoological	57, Pall-mall	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Graphic	Thatched-house Tavern	Wednesday	8 P.M.
Pharmaceutical	17, Bloomsbury-square	Wednesday	9 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquarian	Somerset House	Thursday	8 P.M.
Royal Society of Literature	St. Martin's-place	Thursday	4 P.M.
Medico-Botanical	32, Sackville-street	Thursday	8 P.M.
Royal Astronomical	Somerset House	Friday	8 P.M.
Royal Botanical	Regent's-park	Saturday	4 P.M.
Westminster Medical	32, Sackville-street	Saturday	8 P.M.
Mathematical	Crispin-street, Spitalfields	Saturday	8 P.M.

PUBLIC COMPANIES.

MEETINGS.

London Joint-Stock Bank	Prince's-street, Bank	Jan. 10	12.
Eastern Counties Railway Company	Station, Shoreditch	10	1.
United Mills Mining Company	5, Adam's-court, Old Broad-st.	11	11.
Wicklow Copper Mine Company	11, Lower Ormond-quay, Dublin	11	2.
East and West India Dock Company	9, Billiter-square	12	1.
Union Bank of Australia	38, Moorgate-street	12	1.
Pens. Clerks' Mutual Benefit Ass'n	Hall of Commerce	15	6.
West London Railway	11, Abchurch-lane	16	[illegible]
St. Katharine Dock Company	Dock-house, Tower-hill	16	12.
Mutual Life Assurance Company	King's Head, Poultry	17	12.
Edinburgh, Leith, &c., Railway	35, Scotland-street, Edinburgh	22	2.
Duke of Cornwall's Harbour, &c., Co.	London Tavern	25	1.
Grand Junction Railway	Exchange-buildings, Liverpool	30	1.
United Mexican Mining Association	London Tavern	31	1.

CALLS.

Great Western Railway Company	10l. per share	As usual	Jan. 8.
Hungerford & Lambeth Susp. Brig.	2l. per share	London Joint Stock Bank	10.
Tamar Silver-Lead Mining Co.	1l. per share	44, Finsbury-square	13.

DIVIDENDS.

Commercial Gas Light and Coke Co.	(preferential shares)	Stepney	Jan. 6.
National Bank of Ireland	3 per ct. per an.	Old Broad-street	8.
Mexican and South American	5s. per share	New Broad-street	8.
National Loan Fund Association	5 per cent.	Cornhill	10.
National Provincial Bank of Eng.	6 per ct. per an.	Bishopsgate-street	15.
United Kingdom Life Assur. Ass'n		Waterloo-place	15.
Tamar Silver-Lead Mining Co.	5 per cent.	Finsbury-square	17.
Candidate Life Assurance Ass'n	5 per cent.	West Strand	20.

NOTICES TO CORRESPONDENTS.

Mining in the Eastern District of Cornwall—Continuation of Mr. M. Dunn's paper on Colliery Engineering—the Hydraulic Railway, &c., &c., are postponed.

THE ILLUMINATED MAGAZINE.—The January number of this highly attractive work has come to hand, and which fully supports, in the variety of papers, and excellence of the illustrations, the high praise we have before awarded it. We regret, however, to learn the continued indisposition of its talented Editor, but whom we trust to find, before another month, sufficiently recovered to resume his duties.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, JANUARY 6, 1844.

The "strike" of the colliers continues to excite not only much interest, but apprehensions, as the consequences which may arise, that which before was considered only a question between the colliery owner and the working collier, having now become a matter of interest to all. The absence of work necessarily precludes the families of the collier from obtaining their ordinary supplies for support, and hence the shopkeeper feels that the strike affects him—and not in this particular alone, for, as a contributor to the poor rates, he finds that the claims for the Union must be met, and hence the serious consequences which a measure of this kind involves.

It was thought that the committal of parties for deserting their work at Thornley Colliery would have had the effect of showing to the operative that laws made for the security of master and man, were not to be broken with impunity; but, unfortunately, the state of the law, and the ignorance of those who are called upon to see to its application, has given to the collier an advantage (temporary only, we admit) which the merits of the case, by no means, sanctioned. It is true the men have escaped the punishment awarded to these offences, but it is not pretended, for a moment, that the law was not broken—certain forms required, having been neglected, but which will, doubtless, be scrupulously observed on all future occasions. In adopting the words of our contemporary, the Newcastle *Advertiser,* that "common prudence and humanity ought to restrain the advisers of the pitmen from persuading them that their interest is opposed to that of their employers," we only re-echo the sentiments so often expressed in our columns; but, at the same time, although far from being the advocates of monopoly, whether arising from supply, the demand of capital or labour, we feel that there is required a counteracting power and influence—that the colliery proprietors should, as a body, meet the evil—that they must, to use a vulgar expression, "take the bull by the horns." Let them show that they are not, nor will they be, dictated to by paid delegates and lawyers—who, we repeat, care not for the interests of the colliers, their own pay being alone their consideration, while the state in which they may place the two parties is to them a matter of the most perfect indifference.

The meeting of the colliery delegates at Manchester, referred to in another column, requires, however, more than a passing remark. From the proceedings we learn, a resolution was arrived at to the effect "that all those present (seventy or eighty in number) who had not passes, "credentials," or power to represent the body by whom they were deputed, should at once write for them, so that the same might be submitted at a subsequent meeting; and, it was also further resolved, that the proceedings of each day's conference should be printed, and each delegate be furnished with a copy. We are well pleased at this apparent desire to give publicity to their acts, and can only say, that, with the view of promoting the objects, and advancing the interests, of the working collier, we will give ready admission to the proceedings, if not too lengthened, in the columns of the Journal, or to such an abstract as shall form a fair compendium. To illustrate, however, the absurdity with which the affairs of the conference are carried on, and the want of information—and, we are half disposed to say, honesty—we find that a delegate from the Jarrow Colliery "stated that the masters had resorted to every possible means to break up the association at that place, and that the men were compelled to descend by a wire rope!"—while "one delegate remarked, that the only way to discontinue the wire rope would be by petition to the Legislature." Can anything be more demonstrative than this brief extract of the "proceedings," to prove the incapacity of these men to protect the interests of the working collier? In the first place, we are told that the proprietors of the Jarrow Colliery resort "to every means to break up the association." Let us, on the other hand, ask the delegates, and those whom they represent, whether *they* do not use every means to destroy the property and interests of those who afford employ to the latter? Is there any attempt at compromise or understanding?—Are the complaints confined to any one colliery or district?—No! the "union" must be general—it must embrace the colliers of Newcastle and Staffordshire, Durham and Derbyshire, Yorkshire and South Wales, while Ireland and North Wales are not to be exempt; Scotland, also, with the colliers in the numerous coal districts extending over the United Kingdom, are expected to give in their adhesion to the cause—and one general "union" and dissent is to be expressed at one time; but the delegates would, at the same time, tell the proprietors of the Jarrow Colliery that, although they afford employment to some 600 or 800 men, they ought not to have a voice.

It must be apparent what is the real object of those *paid* delegates and lawyers—they would destroy all kindly feeling between the man and master—they would injure those to whom the collier should look for protection, and, we would here ask, what is the object which they seek to attain? The collier will be employed—nay, he must needs seek for it ere long, for the fund cannot last—and we would impress on him, that the greater number out of employ, the less the "rent," and greater the demands. The matter is very different to the "repeal" measure in the sister country—there large receipts come in, and there are but few, comparatively, who divide the spoil; but in the colliery districts, and with a measure of this kind, a very different result is to be apprehended. We must not, however, forget the objection!—that serious objection!!—which exists to the "use of the wire rope." It needs not any remark on our part to prove the value of the wire rope, and we only regret that prejudice should have such an effect on the collier—again affording further proof, if such were necessary, of the want of perception of his own safety—at the same time, that he allows himself to be blinded by those who possess the powers given them by education—but which, unfortunately, are turned to a bad account.

We must, however, proceed with the resolutions, by which we learn "that the matter as to *whether* the Jarrow men should work or not, should stand over to another day." We appeal to the master—to the collier—even to the delegates themselves—whether this is such a state of things as can, or ought to, exist. Here we are told that a meeting of delegates at Manchester are to determine whether sanction should be given to 600 or 800 men (on whom, at least, 3000 individuals depend for subsistence) to work or not, and these men hundreds of miles from the scene of meeting. It is horrible to think that such a system should be tolerated by the laws of the country—and we trust, that the early days of the meeting of the House of Commons will not pass over without some notice of the subject; indeed, Lord ASHLEY, who has shown himself to be the miners' friend, will, we feel assured, be the first to direct the attention of the Legislature to the "union," which is so destructive of the colliers' interest, and the welfare of his family.

It will be seen by our report, that the delegates present were said to represent no less than about 34,000 colliers, the whole of whom, with the exception of those in Denbighshire (400), were "payable members." The meeting did not separate without having passed a resolution, to the effect, "that the executive be a permanent committee," which was understood to mean that the committee should sit daily for six months at one place, and receive pay. We must confess we do not understand this, but presume there will be a meeting of the "permanent committee" at one of the hotels in the vicinity of the Houses of Parliament ere a month elapses—that the solicitor will be in attendance, a Parliamentary agent employed, and that the delegates will endeavour to play the same game as that of the chartists of former days, and the Anti-Corn Law League of the present. We are ready to admit there are honestly-intentioned men in each, and more particularly in the Miners' Union; but that they are under the guidance of those who lack principle, and seek only their own aggrandisement, we feel too fully assured. One word more, in saying which, we take the closing resolution, reported in our columns, which is—"That members of the association be desired to refrain from seeking employment in those collieries where the men were standing out for their redress of grievances." Here, then, is combination. Are there no laws, we would ask—and, if such do exist, why are they not put in force? Is it not the duty of Government?—or the ATTORNEY-GENERAL, in the absence of others?

We thus again leave the subject this week, regretting, as we do, that there should be cause for our columns being occupied by a subject so painful.

The state of the Iron Trade renders any information relating thereto highly desirable, and we have, accordingly, availed ourselves of the particulars, as furnished by a correspondent, of contracts taken by a certain house for 32,330 tons of railway bars, at an average price of 4l. 17s. 9d. per ton, delivered at Newport—the total amount of the contracts, net, being 157,909l. 3s. 6d. Our correspondent adds, that it will require nearly two years to complete the contract. If this be matter of fact, we can only say, that any establishment entering into any such contracts, must entertain a far different opinion to ourselves as to the prospects of the iron trade, for we do hope, ere twelve months elapse, to quote "pigs" at a price nearly approaching, if not above, that at which they have taken contracts for delivery of "bars."

We must not, however, lose sight of the magnitude of the orders, as 32,330 tons would give a weekly average of 333 tons for two years, which is no inconsiderable make for orders on hand. We do not contemplate the shareholders will, in the mean time, receive any dividends—but that is their business. Those conversant with the trade will at once recognise the firm to which we allude.

The employment of females in collieries, appears yet to be continued in some districts, and the humane provisions of the Act of the Legislature thus thwarted. We are glad, however, to record in our columns the exposures which have taken place, and the magisterial decisions arrived at, while the fine inflicted in one case will, we trust, act as a caution to the colliery owner and agent, and, at least, secure to the community that protection which they have a right to expect from a due administration of the laws. We fear, after all, that without strong and coercive measures be resorted to, both as regards the master and men, that no Legislative measure will ever have the desired effect, indeed, it requires a union of interests, and also of men and measures.—Legislators are not colliers.

THE IRON TRADE—CONTRACTS.

[FROM A CORRESPONDENT.]

The following list of contracts, which have been entered into by one of the large iron companies, situated near the River Rhymney, for iron rails, has been sent us by a gentleman in the iron trade, and we have his authority for stating, that so low are the prices, that he would not be bound to sell a similar quantity of rails at 20s. per ton excess upon the average price of these contracts, and which must occupy the rail-making powers of the said company nearly two entire years:—

CONTRACTS TAKEN FOR RAILS AT NEWPORT.

Great Western—Bridge rails, 7500 tons, at 4*l.* 15*s.* per ton, at Bristol, 16 months credit, or 4 per cent.	£4	10	0
Baden—2500 tons, at 3½ florins per cwt., delivered at Rotterdam..	4	13	4
Peterborough—6600 tons.....per ton	5	5	0
Northern and Eastern—2000 tons	5	2	6
Rouen and Havre—2000 tons, 5*l.* 5*s.*, at Havre less 5 per cent. ..	4	10	0
Harrison and Co.—for America, flat-bottom rails, 2000 tons, at six months	4	17	6
Liskeard—750 tons	5	5	0
Sillelan—6,00 tons	4	18	6
York and North Midland—3000 tons, 6*l.*, at Hull, Selby, or Scarborough—one third in July, 1844; one third in October, 1844; one-third in January, 1845	5	2	6

Total..... 32,350 tons.

Contracts.	Price.	Total amounts.
7500	£4 10 0	£33,750 0 0
2500	4 13 4	11,666 13 4
6600	5 5 0	34,650 0 0
2000	5 2 6	10,250 0 0
2000	4 10 0	9,000 0 0
2000	4 17 6	9,750 0 0
750	5 5 0	3,937 10 0
6000	4 18 6	29,550 0 0
3000	5 2 0	15,375 0 0
32,350 tons.		£157,929 3 4

Average..... £4 17 8 per ton.

CORNISH MINING DURING THE PAST YEAR.

After the speculating mania in mines in 1835, a depression in the value of shares, and a total want of confidence on the part of capitalists, continued for some years. Most, however, of those mines which were brought out merely as speculations, have been thrown out of the market, and a more legitimate system of mining having succeeded the above period, aided by the advancement of science, and the improvements in the steam-engine, confidence has been gradually restored, and the year 1843 has been remarkable for the large amount of dividends paid by Cornish mines, and the general increase in the development of their mineral treasures.

To bear out these observations, it is only necessary to take thirteen of the principal mines, which have paid a total amount of dividends of 121,780*l.* in the last twelve months—viz., Carn Brea, 7000*l.*—outlay 15,000*l.*; Trethellan, 7200*l.*; Tresavean, 9600*l.*—outlay 100*l.* per share; Fowey Consols, 12,000*l.*; Par Consols, 13,000*l.*; Botallack, 22,000*l.*; East Wheal Rose, 14,000*l.*, on an original cost of 50*l.* per 128th share; Tincroft, 12,000*l.*; South Caradon, 9600*l.*, on a cost of 5*l.* per 64th share; Holeebush, 6000*l.*; South Basset, 4150*l.*; East Wheal Crofty, 2820*l.*; and Wheal Brewer, 2400*l.* This amount is about 17 per cent. on the present quotations of actual sales of shares, and on the original outlay above 100 per cent.

Large sums of money have been expended on the following mines, which are now coming into profitable working, viz., Grambler and St. Aubyn, outlay, 15,000*l.*, now making a profit of 200*l.* per month; West Wheal Jewel, outlay, about 40,000*l.*, profit, say 150*l.* per month, with large reserves; Stray Park and Camborne Vean, outlay, 40,000*l.*, returning 200 tons copper ore per month; Trelogh Consols, outlay, 27,000*l.*, with moderate working, profit 150*l.* per month. We might bring other examples as to mines about paying costs, and others newly taken up of considerable promise; but these are sufficient to show that there is still mining enterprise in existence, which will ever show itself when mining is conducted upon legitimate principles, and confidence insured.

EMPLOYMENT OF FEMALES IN COAL MINES—INFRINGEMENT OF LORD ASHLEY'S ACT.

On the passing of this Act in March last, we thought the practice of employing females in coal mines had been effectually abolished, and we should now hope, at least, that instances of the unnatural practise, are rare; we have, however, this week, the painful duty of recording two cases—one in Scotland, the other in Yorkshire—both of which have been brought before the public tribunals of the respective countries. In the case at Edinburgh, Mr. Mercer, the owner of the Dryden Pit, was charged with employing two young girls, Mary and Margaret Neilson; from the evidence of Duncan Falconer, inspector of police, it appeared that he was at the pit on the 26th October last, on purpose to watch, in consequence of information he had recieved: he saw the two girls come out of the pit, they had on the usual canvas dresses, and carried lights—they had buckets of coal on their backs held to their heads by a strap; he remained about an hour, but saw no more coals brought up.—William Rutherford, colliery to Mr. Mercer, deposed that he had instructions in March last not to allow females to enter the pit, and he had not allowed them since to do so; there was a written notice to that effect.—Mary Neilson, however, stated, that she "digs coals," that she was in the habit of going to work at five o'clock in the morning, that she put out coals at the bottom of the pit where the engine was, and dressed in pit clothes, but at last admitted she had done "nothing" since March, that on the morning in question, she and her sister took it into their heads to go and get some coal, as they had been all the day before and all night without a fire; they always had buckets by them, which might hold as much as a scuttle; the sister deposed also to the same effect. From this somewhat contradictory evidence, the procurator fiscal was satisfied there could be no charge substantiated against Mr. Mercer, and the sheriff dismissed the case.

The next prosecution for the infringement of Lord Ashley's Act was heard before the magistrates at Huddersfield, on Tuesday, the 26th ult. The defendant, Mr. G. W. Moorhouse, coal-pit owner of Woodside, was charged by George Haigh, a constable of Almondbury, for having, on the 15th November last, employed four girls, of the respective ages of twelve, thirteen, fifteen, and seventeen years. Haigh stated that, on the above-named day, he was at the pit's mouth, when he saw the girls come out with coals; they were dressed like boys, and he should not have known them to be otherwise except from their hair. He stopped and saw them come out three times, and with coals each time; he had never warned Mr. Moorhouse, had no malice against him, but summoned him for the public good.—Joseph Greenwood deposed that he had worked for Mr. Moorhouse, and knew the girls were working in the pit there; he stated that he should not have known them to be girls, they were so dressed up.—Mr. *Floyd* addressed the bench for the defence, alleging that the prosecution arose from vindictive motives; the magistrates, however, decided that the case was fully proved, and fined the defendant in the smallest penalty the Act allows—viz., 5*l.* for each offence, making 20*l.* and costs. It was lamentable to witness the ignorance of these poor girls; they appeared, we are informed, incapable of comprehending the most common things; could not tell how long they had worked in the colliery; knew nothing of the months, or could they tell November from any other. We had hoped that the system was abolished, but it appears there are parties still to be found who, for the sake of individual gain, will employ girls if they think that compliance with the Act can be evaded, and the evidence which we have, on former occasions, given from the report of the Midland Mining Commission, shows how difficult it is to obtain information with respect to coal mining. This subject is one of so much importance, that we feel any passing notice would not be effective, and, therefore, reserve our comments until another occasion—meanwhile observing, that they will not be lost sight of as an appeal to the Government and Legislature.

THE REVENUE.—The official tables, published last night, evidence the continuation of an improvement in the revenue—the increase on the quarter amounting to 720,470*l.*, and upon the whole year to 3,742,976*l.* The principal items are as follow:—The Customs for the quarter ended January 5, 1844, is 898,478*l.*; on the Property Tax, 107,000*l.*; the Excise has produced an increase on the year of 307,000*l.*, and on the quarter of 67[illegible]. The Assessed Taxes exhibit a decrease of 17,000*l.* on the quarter, and the Stamps a similar deficiency of 38,000*l.* The Post-office presents a slight increase on the quarter, but a deficiency in the annual receipts.

ORIGINAL CORRESPONDENCE.

THE MINING INTEREST—THE METAL TRADE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am most happy to find, by the Journal of the 9th inst., that your correspondent, "H. E." had recovered from the state of mental mystification in which he was enveloped when he wrote the letter which appeared in the Journal of the 18th ult.; and that he had evidenced a return to reason by a sound discretion, in withdrawing from a contest, the nature of which he clearly misunderstood—having, in its progress, exhibited an entire absence of all that was essential to his success, if success were at all possible. In adopting the lance as a weapon of defence, he overlooked the fact, that the head, and not the hand, should determine the point at issue; for whilst the hand directed the instrument he used, the head, from some cause or other, got bewildered, and, in the contest, he only proved how easy it was for an individual, by mistaking the position in which he had placed himself, to get into a difficulty and to run into danger. I beg to congratulate him upon having discovered his error, and in having made such good use of the discovery, by declining to interfere any further in the matter. Being now left to deal with you only, as the Editor of the Journal, I need not tell you that I shall endeavour to produce the same conviction upon your mind, as that to which "H. E." has so wisely submitted, and I hope to meet with the same candour from you that I have experienced from him. In dismissing "H. E." from the list, it must not be forgotten, that he took up his lance purposely to fight your battle, and, therefore, as you have expressed an opinion that he has done right in laying down his weapon, and in withdrawing from the contest, it appears to me but reasonable to expect, that you would confirm this opinion by following the same example, and by suffering the cause in which you both embarked, to rest in peace; I find that you are not disposed to do so, as week after week you continue to nibble at the "tariff," at the "monopolists," and at the other points of contention which were defended by your champion, and in the defence of which he was so signally overthrown; however, if you determine to go on, be it so. One would have expected that, after such proofs as have been brought forward in contradiction of the assertions that have been made ("that the mines in this country have been injured by the tariff, and that the depression in the price of the metal had been caused thereby"), nothing more need be said upon the subject for the purpose of disproving such assertions; and yet you seem determined to maintain the views you have adopted to the contrary, or rather, I should have said, to adhere to them, for you produce no data to establish their correctness. The only thing which can be considered as even plausible in your observations, has been the depression alluded to; but this, alone, proves nothing, whilst the re-action which has taken place, puts a decided negative upon this plea. But let us examine into the operation intended to be produced by the introduction of the tariff, and the effects that have been produced thereby, and we shall probably arrive at a conclusion, which will be more likely to set the matter in a clearer point of view, than we can possibly arrive at by mere opinion, founded upon the price of the produce, or upon the fluctuations that may have taken place in the price.

I need not, I presume, say much in support of a principle which is universally admitted to be correct—that is, that the price of an article must depend upon the relation which supply and demand bear to each other; and, further, that its price will very materially influence the consumption of it. Whatever efforts may be made to alter those effects (and although, for a time, they may be successful), yet, ultimately, they will, and must, prevail. An individual may contrive to purchase the whole produce that may be brought into the market, and he may, by such a monopoly, keep up the price for a time, by limiting the supply to the consumer, and thus obtain his own price for it; but, if the produce exceeds the consumption, this can only be done by accumulating the excess of quantity, which, sooner or later, must be brought into the market, when the price must recede, and to a much greater extent than would otherwise have taken place, in consequence of the over supply which would thus have been accumulated. If the supply had not been previously larger than the demand, there would be no necessity for creating such a monopoly as that I have referred to, as the price could be maintained without it; nevertheless, if any attempt should be made to run up the price unduly, a re-action would be sure to follow, by the lessening of the consumption, and thus, in effect, the market would be overstocked, until that surplus stock was taken off the market, induced by an otherwise unnecessary reduction in the price, the market would not recover itself, and the loss by the reduced price would be more than equivalent to the advantage which had accrued from the previous monopoly. I believe there are very few persons, who have been engaged in mining for any length of time, who have not experienced the ill effects of very high prices, in consequence of the re-action which has always followed, and I have no doubt that the late depression in the standard for copper arose principally from the high standard which preceded it. By the introduction of the tariff, the previous monopoly of the home market was destroyed, and to this has been attributed the depression which took place in the price of the metals. Now, to prove this, it will be necessary to establish the fact, that there really was such a monopoly of the home market as could command high prices for the produce of our mines. That the supply of the home consumption was secured to the home produce, previous to the introduction of the tariff, must be admitted, but then it was such a monopoly as I have before referred to—that is, it was a monopoly in an over-supplied market—the produce of our mines considerably exceeding the consumption of the kingdom, which compelled us to look to foreign demand to take off the surplus. If we could command the foreign market as well as the home market, the monopoly would stand good, and prices might be kept up, provided there was no surplus on the market; but if, from any cause, the foreign market should be thrown open to public competition, by which the price of that portion we exported would be influenced, the price at home must participate in the consequences of such a competition. I may be told that, in addition to the home market, we had our colonial and some other markets secured to us by treaties, in which we were protected against competition. This, to a certain extent, was true, but even they did not take off the whole of the surplus quantity. In the year 1841 we exported about 6000 tons of British copper. Of this quantity between 2000 and 3000 tons was sent to markets in which no open competition existed—I refer to 1841, because, in July, of 1842, the tariff came into operation, and the return for that year does not explain what portion of foreign copper was exported under the head of British copper—the two being from that period amalgamated, which will account for the apparent increase in the quantity of British copper stated to have been exported.

The great increase in the produce of foreign copper which has taken place in the course of the last few years has produced a competition in the foreign markets, which previously did not exist to so great an extent, and to this must be attributed principally the depression that has taken place in the price of the article; whether, therefore, the home market was or was not secured to the British miner, the same depression must necessarily have taken place by the competition to which I have referred—no efforts that might be made by our Government could have prevented it.

The ores from the foreign mines are brought to this country to be smelted, and they are so brought because they can be smelted here cheaper than they can be elsewhere. They have derived all the advantages of cheap fuel, and of other facilities which could not be found in other countries, and paid nothing for those previous to the introduction of the tariff; thus we were affording to the foreign miners the means of being able to compete with us more successfully than they otherwise could have done, in the foreign copper market—and, at the same time, we were encouraging them to increase the quantity, by enabling them to bring ores of a lower produce to market without loss. The tariff has, in some measure, corrected this evil, by charging a duty upon all foreign ores smelted in this country, and have thus afforded to the English miners the only protection that can be raised up in their behalf, by causing foreign copper to be subjected to this additional expense in its production. I find, by a return made by the Government, that from July 1, 1842, to April 5, 1843, the sum of 10,755*l.* had been received as the duty upon 5639 tons of metal smelted during that period—equal to about 3*l.* 9*s.* per ton. This is the amount of protection afforded to the English miner in the foreign market, and which did not exist previously to the introduction of the tariff. But, it will be replied, the home market has been thrown open to foreign competition, which was not previously the case. In the first place, I would observe, that the above duty of 3*l.* 9*s.* per ton is so much a protection in favour of the home market, but it is in favour of the foreign market, being levied on all foreign copper smelted in this country. In the next place, the effect produced upon the home market can best be seen by comparing the quantity of copper annually exported, both of foreign and British, so as to ascertain whether the foreign has really interfered with the British in consequence of the opening of the home market to the former. Although, as I have before observed, the change which took place in July, 1842, has, in some measure, rendered it difficult to ascertain the exact quantity of each that was exported, enough can be gathered from the return to answer the purpose to which I now refer, and I therefore give you the following statement of foreign copper imported and exported for the ten years ending 1842, and also of British copper exported:—

Years.	Imported.	Exported.	British exported.
1833 ..... tons	1843	7611	7067
1834	1605	1825	6602
1835	3108	3264	9117
1836	2427	2155	6982
1837	3779	3807	7178
1838	5418	5454	7400
1839	6323	6437	7687
1840	8041	8280	7322
1841	10027	10734	5826
1842	10149	10164	9709

Taking the above statement, as it at present stands, it appears that not only was the whole of the foreign copper exported in the year 1842—six months of which year the new tariff was in operation—but that an increase of nearly 4000 tons took place in the export of British copper. If this be correct, I cannot conceive a more convincing proof that no injury has been sustained by the British miner through the introduction of the tariff than it furnishes; and view it how we may, it is evident that a large increase in the export of copper took place in that year, and, consequently, the home market could not have been injured by foreign competition. We must, therefore, look for some other cause than the tariff, in order to account for the fall which took place in the price of copper.

We may find some assistance by referring to the tin and lead trades, the former of which has suffered more than either of the other metals, and is still in a very deplorable state. As the whole of the tin which has been imported was in a metallic state, there will be no difficulty in ascertaining the exact quantity that was imported and exported in the year 1842—and thus of determining whether any portion of the foreign tin was brought into competition with the British tin in the home market in consequence of the tariff. The following are the particulars of the import and export of foreign tin, and the export of British tin, for the two years ending 1842:

Years.	FOREIGN TIN. Imported.	Exported.	BRITISH TIN. Exported.
1833 ..... tons	1798	1069	1049
1834	1830	1334	608
1835	983	1190	908
1836	1107	861	840
1837	1435	1461	954
1838	1330	1430	1334
1839	912	1130	1485
1840	470	830	1044
1841	1499	1250	1157
1842	555	891	1000

(There was a stock brought on from previous years, which will account for the first three years' exports exceeding the imports.)

Here we find the same result as in the copper trade; that is, the export of the whole of the foreign produce, and a very large increase in the export of British tin. I now give you a similar statement respecting the lead trade, for the same period:—

Years.	FOREIGN LEAD. Imported.	Exported.	BRITISH LEAD. Exported.
1833 ..... tons	889	684	11165
1834	948	659	10411
1835	1390	1276	10979
1836	1200	905	11419
1837	1884	1893	9861
1838	3092	3440	9494
1839	3861	3700	12001
1840	1839	2539	10870
1841	1915	947	14900
1842	3490	1850	20034

The increase in the export of British lead is large, indeed, whilst the difference between the quantities of foreign lead imported and exported is trifling, and so small as to be incapable of influencing the price, even if it were taken for home consumption. It must be remembered, that during one-half of the year the new tariff was in operation, and there can be no doubt that if the new arrangement was of such a nature as to interfere with the produce of the British mines in the home market, it would be felt at the commencement, as, in most cases of the kind, people are anxious to avail themselves of a change, although it may not be an improvement; but in this instance, it is very remarkable, that none of the foreign produce has been taken for home consumption—the only way in which any injury could arise to the British mines by the new tariff—but that a very considerable increase in the export of all the British metals took place, and yet the prices of all of them declined. I have given the result of ten years, that it may be seen that no stock of foreign metal was in hand at the commencement of the year 1842. If those statements are correct, they incontrovertibly prove this fact, that no foreign produce has been taken to supply British produce in the home market, and further, that notwithstanding a considerable increase in the export of British metals, the price could not be supported, and this could only have arisen from one of two causes—either an increase in the British produce, or a falling off in the home demand. I believe I am safe in saying, that the former did not take place, and, therefore, it can only be placed to the latter, the natural consequence of the general depression in trade which existed at the period referred to, the benefit of a recovery from which we are experiencing by a reaction in the prices.

I have already stated that any attempt to keep up the price of an article in an overstocked market must ultimately fail. Nothing can more clearly establish this truth than the result of the attempt that was made to counteract it by the establishment of the Miners' Smelting Company. In naming that company, I beg that I may be clearly understood as referring to the principle upon which it was intended to be conducted, and not to any of the parties who were connected with it. Enough of personality has already been seen in these controversies; they form no part of my argument, as I confine myself to principles, and to those only. The object of this establishment was avowed to be a monopoly in the supply of metal, by obtaining all the produce of the British mines, and placing the disposal of it in the hands of one party, in order to avoid competition; the metal was to lay in the warehouse of that party, to wait the demand of the consumer, who was to be subjected to any price that it might be determined to fix upon it. I may be told, that in consequence of opposition from interested parties, the plan was never brought to maturity, and therefore the principle was never submitted to a fair test. I admit that it was not carried into effect to the extent contemplated; but it was partially so, and far enough for the purpose I have now in view. The company commenced operations, and some of the mines (stated, at the time, to include five-sixths of the whole produce) joined in supplying the company with ores for being smelted, and the company purchased from other mines by open competition. The company, after going on for some time, determined upon manufacturing the tin, and selling it by quarterly sales. Now, if the produce from the mines was not larger than was necessary to meet the demand, this intention could not be carried into effect without being left in the market, and enabling the parties who held the remaining portion of the produce from the mines to realise a higher price for it, in consequence of the scarcity which would thereby be occasioned. Let us, then, trace the operation of this new mode of sale. I find, by a reference to the Journal, that in June, 1840, when the company commenced operations, tin was quoted at 62*l.* per cwt.; this price is mentioned pretty regularly until August, 1841, when it fell 3*l.*, and on the 26th of that month, when the first sale was advertised to take place in October following, it was quoted at 73*l.* per cwt.; the sale took place, accordingly, in October, and from that time until January, 1842, the price is quoted uniformly at 73*l.* On the 31st January, in consequence of the second thousand tons being advertised for sale on the 17th of that month, the price went down to 72*l.*; on the 4th of February, after the day appointed for the sale was past, I find the quotation to be 72*l.*; and from that time the price has been quoted upon the decline, until in September last it reached 58*l.* per cwt.

Here, then, is a complete, but, I regret to say, an unsatisfactory fulfilment of the predictions of those who were opposed to the principle upon which it was proposed to carry into effect the Miners' Smelting Company—and it also constitutes the inability of all attempts that may be made to keep up the price of any article when the supply exceeds the demand. I know that I shall be told, what has been so often repeated, that the opposition which was raised up, and which was carried on against the company, was the cause of failure; but this will not bear the test of scrutiny. The old members and the new company were carrying on between them the process that I have before described—that is, while the old [illegible] supplying the demand, the company was accumulating [illegible] when the ores came into the market, it could not be [illegible]

[leading] to a considerable reduction in the price; that reduction has been submitted to, and the accumulation is increasing in quantity; but while this has been in operation the miner has also been the sufferer. If the company had been established to the extent originally contemplated, no other result could possibly have taken place, the price of the article could not have been supported, and the quantity have been consumed.

There is another point for consideration, which is the price at which Banca tin has been brought into the market. We were told at the time when it was proposed to establish this new smelting company, that Banca tin could not be sold under 80s. per cwt., whereas you informed us on the 24 September last, that it was sold at 56s. per cwt., and that 2300 tons was for sale in that month at Rotterdam and Amsterdam. You there made a comparison between the protection afforded under the old duty and the new duty; but what has that to do with the question, if none of it is introduced into the home consumption? With such an export as took place in 1842, it is impossible to protect the article in this country against the competition to which our exported produce must be brought in contact. In the Journal of the 18th November, when you referred to the Miners' Company as progressing satisfactorily, "by the infusion of new blood into their veins," and remarked upon the necessity of their not having made any attempt to proceed in their plans before they possessed "the sinews of war," you go on to say, "as an illustration of which, we may refer to the futile attempts to dispose of three months' make of tin by public auction, the consumers being afraid to make a bid, for reasons understood, while the smelter-merchant stood aloof; and what was the result? The company were obliged to sell their tin by private contract, at a depressed price of some 5l. or 6l. per ton. It was subsequently divided between certain parties—the monopoly again existed, and prices recovered—the profit made—and the Miners' Company, so far as their object in obtaining an open market for this description of mineral produce, was defeated." When I read this, at the time of its publication, I felt great surprise at your making such a statement; but since I have had an opportunity of looking through the prices quoted by you weekly, that surprise has been greatly increased. *Fie, Mr. Editor!* Do you expect to obtain credit by making such a use of the information you weekly distribute, as to current transactions and current prices? You must have taken a leaf out of "H. E.'s" book, I fear; or by some means or other have participated in the misfortunes which befel him. "The consumer being afraid to bid?" Afraid of what? There was nothing of which they need be afraid, except the state of the market—they had been fully supplied elsewhere, and did not want to purchase; but, notwithstanding they found no deficiency in the supply of their demands, there was 1000 tons thrown suddenly upon the market: was not this enough to frighten them? But this was not the fear that you referred to by your remark. You meant to convey the idea that their fears were created by the smelter-merchant, as you call them; but you omitted to inform us how the operation was performed. And then, the smelter-merchants stood aloof, and the smelting company was obliged to sell by private contract, at a reduced price of from 5l. to 6l. per ton, to parties who divided it between themselves, when the prices recovered and the profit was made. Here was a fine tale for the amusement of the mining public—how they must have enjoyed it! But, to be serious, Why was the company compelled to sell at a reduction in price? The fact was that they had, as I have before observed, accumulated 1000 tons of tin out of the excess of produce, and threw it upon the market when it was not required by the consumer. There was 70,000l. worth of tin to be sold; The legitimate demand did not require it, and it could only be taken upon speculation. Was it, then, no advantage to the company that parties could be found to relieve them from this incubus, and pay them a large sum of money to boot? But the purchasers made a profit by the transaction. How strange that any persons, and the tin smelters in particular, should ever expect to derive a profit from such transactions; and what a great shame it should have been permitted; but these smelters are curious kind of people—they like to get money when they can; and I have not the least doubt that they fully intended, in this transaction, to have made the consumers pay more for it than it cost themselves. I am much inclined to think that they made a mistake in their calculations, and found that their purchase did not turn out so profitably as they anticipated it would do, although you say they made the profit. The week before the sale the price of tin was quoted at 75s. per cwt. per cwt., and the week following it was quoted at 72s.; that was on the 4th of February, at which price it continued pretty stationary till the end of May, when it began to decline, and continued to do so. It appears to me that it would be much more to the advantage of the public, if the editors of newspapers would furnish their readers with plain simple facts, and not attempt, by a one-sided view of the question, to mislead their readers, and to raise a prejudice, for which there can be no just foundation, against those who may decline to fall into their particular views. R. W.

London, Dec. 29.

[We are at all times well pleased to receive the communications of our correspondent, for he brings with him "facts and figures," although, with all due respect, be it said, he indulges at greater length than we conceive is necessary to establish his argument; and, in receiving his correspondence, we find he cannot let "H. E." alone, who, we hope, should he determine on again entering the lists, will feel that, however important the question at issue, there is, or ought to be, a limit to the demand on our columns. We are not prepared this week to make any comments on the letter of "R. W.," for it would, we feel, at the present festive period, be considered too heavy a "dose," and, therefore, we abstain from any remarks until our next, while we shall have the advantage (?)—which, by the bye, "R. W." would doubtless [illegible] any communication "H. E." might think fit to address us. In the subjects treated upon, our correspondent attaches, very properly, considerable importance, and, as he has taken some time and trouble in collecting the information, we feel that it is only due to him that we should not hastily offer any comments, or express our assent to, or dissent from, the views he entertains. We cannot but feel amused, however, at the determination of "R. W." to avoid personalities, and, at the same time, to tell us—what the editors of papers should do, and what they should not do—doubtless, we doubt not "R. W.," in his own estimation, would make a very proper editor. Perhaps, he might allow us to tell him, that when he undertakes the duties, if he wishes to please such correspondents as "R. W.," it will be necessary that he should alter his style, and endeavour to concentrate his ideas, or he must needs extend his columns by the enlargement of the size of the *Journal*.]

THE NEW PROCESS OF OBTAINING BAR IRON DIRECT FROM THE ORE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—It will be nearly impossible to furnish you with particulars relative to the new process of obtaining bar-iron direct from the ore, which is being tested at these works; for, like all new inventions, there are many points connected with the affair that cannot, at the moment of particulars, as it were, be correctly ascertained, at least not sufficiently so to meet the public eye: all that I can say at present is, that the invention will prove one of vast importance to the iron trade, not only of this country, but of the world at large: that it is on strictly scientific principles, but will, nevertheless, require the best practical aid to make it beneficial. I have placed the whole affair in Mr. Crawshay Bailey's hands; and, therefore, will leave the prosecution of it solely with him. It would be perfectly useless for a person without a due command of capital, attempting the introduction of improvements in the manufacture of iron, particularly when such improvements may materially interfere with the usual routine of an iron-work; and therefore, as I saw no prospect of inducing parties unconnected with the present trade, to take up the affair, I have unconditionally acted in the manner above stated. This is the third invention of mine relative to iron making; and, perhaps, it will be equally as valuable to me as the two former ones—namely, first, the introduction of iron bottoms to puddling furnaces, which has been, in a manner, the salvation of the iron trade of this country; and second, the using up of the refuse of puddling and other furnaces, which, at some works, if fully carried out, would save them from 4000l. to 7000l. a year; this, however, to some of the large ironmasters, is deemed scarcely worth saving? I have, however, a fourth invention on the stocks, as it may be termed, that will make the iron trade perfect, namely, working up the cinders from the furnaces and forges into foundry iron, instead of continually returning the iron from thence to the mills; so that the bar-iron sent to market should be produced from the mine alone, a point of great consequence to all ironmasters who are desirous of keeping up the quality of their make. This last invention can be kept under lock and key, and will not interfere with manipulations of any kind; and I am looking out for parties able and disposed to give it fair effect.—*Nantyglo, Jan. 6.* S. B. ROGERS.

[We are well pleased to find that the enterprising firm with which Mr. Rogers is connected have taken up the improvements to which he refers, and [illegible] that they will not only [illegible] upon them, but the [illegible], and more especially the party with whom they have originated. We are perfectly sensible of the benefits which have accrued to the ironmaster by the discoveries or improvements suggested by practical men, and only hope that the "fourth invention on the stocks" will have the desired effect, and that Mr. Rogers—to whom we, as well as our correspondents, have been indebted for many valuable contributions, more especially his "Data for Blast-Furnace Managers"—will derive that advantage which is so justly his due.]

ON THE MOVEMENT IN THE COLLIERY DISTRICTS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I can well understand the position you have taken in supporting the colliery master, for you are indebted to him, no doubt, in a great measure, for the high character of your publication, and its extension of circulation; but, Sir, I would ask you, and that with all respect, whether the working collier is not to be regarded?—and further, if the able report of Mr. Tancred, submitted to the House of Commons, is to be passed by unnoticed? You must be aware that there are many evils existing, and which can only be corrected by exposure—and what means so ready present themselves as through the press?—yet, I regret to find that you are taking part against us, and, although you state very fairly the objections which exist to the present "butty" system, in the article, you at the same time, in another part of your paper, advocate the introduction of the "middle man." I do trust that you will review the question, and that, with your good wishes to the collier and miner, you will uphold their interests, despite the power which may be put forward on the part of the masters. Be assured, Sir, we only want a fair day's wages for a fair day's work. A WORKING COLLIER.

—— *Colliery, Durham, Jan. 1.*

[We give insertion to the letter of "A Working Collier" most readily, for our object is, to consider the question fairly, without regard to the master, as our correspondent would imply—while we have, at the same time, every disposition to advance and protect the interests of the operative. We feel assured, that, on the part of the former, a fair day's labour only is required for a fair day's wages; but our correspondent forgets that the object of the Union is to limit the extent of labour, and, consequently, the pay—hence the unfortunate results which have arisen of the several "strikes" that have taken place. The limit of labour must necessarily limit the amount of wages.]

LIABILITY OF DIRECTORS AND SHAREHOLDERS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am glad to find, from some of your late Numbers, that the subject of the responsibility of parties concerned in joint-stock companies is attracting attention. I do not, however, clearly understand whether the liabilities referred to are confined to parties interested in those concerns which have no Act of Parliament, and those only, or whether they apply to all concerns, of whatever nature or kind soever, either having an Act of Parliament or not. I would beg to inquire, whether, in your opinion, a person holding shares in a railway, canal, or gas-works, &c., is, under any, and what, circumstances liable beyond the amount of his share—in other words, where the share by Act of Parliament is fixed at 100l., and that amount paid up, can the holder thereof be legally called upon, on any account whatever, to pay any debts owing by the concern, or for which the concern is liable to the public, or, in case the directors should pay those amounts, can they call upon the shareholders to refund them the money they may have paid? The public enter into arrangements with—and, generally speaking, know only—the directors and officers of the company; still, if the concern become indebted to an individual either for work done or losses incurred, or from any other cause, is not each or any shareholder legally responsible for the same, inasmuch as the debt has been contracted for the advantage of, or, it may be, for the purpose of releasing from responsibility a concern of which he is part owner. Suppose a railway should be unable to pay its expenses, and from this, or any other cause, be obliged to be given up working, would the shareholders be answerable for any demand against the railway, or would the directors be answerable, and then have a right to compel the shareholders to repay them, or must the creditors lose their money, less any amount they might be able to save from the sale of the railway works, &c.? I have referred to several Acts of Parliament for railways, in which I find that the directors are empowered to call upon the shareholders for the amount of the share, 100l. or 50l., as the case may be; but the question is, should not the clause, in order to limit the liability of the shareholder to that amount, have gone a little further, and stated that the shareholder should not be liable to pay beyond that amount on any account whatever. I would also beg to ask, what is the position of the bondholder and holder of loan notes on railways, canals, and other like concerns? Does his security depend entirely upon the railway or canal, &c., and the works and tolls, or has he a legal claim against any and what parties? I hope to have an answer to my inquiries in your next Saturday's paper. H.

Liverpool, Jan. 3.

[The Act of Parliament limits the liability of the shareholder to the amount of his share—the onus lying on the directors, who may, by their acts, exceed the capital of the company. With reference to private (or Deed of Settlement) companies, each shareholder is liable to the debts of the company. Railways are, in most, if not in all, instances, governed by an Act of Parliament. The bondholder of loan notes on railways and canals has, undoubtedly, a claim on the works and assets of the company; whether he can go further, will depend on the terms forming part of the bond or loan note. We apprehend, in many cases, there is a great looseness displayed. We shall be glad to entertain the subject further, and court correspondence from those who are acquainted with the matter.]

UNITED HILLS MINING COMPANY—SPLITTING VOTES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your article on "Splitting Votes on Election of Directors," in reference to what took place at the late meeting of this mining company, for the election of a director, you state the facts most erroneously. Mr. Tyas, one of the candidates, did not inform Mr. Campbell, his antagonist, "that he (Mr. Tyas) should make the greatest use possible of the number of shares he could command by splitting his votes." What took place was this—Mr. Campbell stated that he hoped there would be no handing over of scrips for votes, and that he (Mr. Campbell) should not divide the scrips he personally held, when Mr. Tyas said he felt it but fair to inform him that he (Mr. T.) thought some of his (Mr. T.'s) friends would so hand over scrips, and, therefore, he gave him the opportunity of doing the like if he pleased. This candid communication was, it appears to me, received in a very different spirit to what it deserved, for it must be obvious to every one, that if Mr. Tyas's object had been to take advantage of his opponent, he would have been silent, and done that quietly of which he gave his opponent fair notice. This handing over of scrips, and splitting of votes, is no new thing in this company, but was, on a former ballot, most industriously practised by the parties now supporting Mr. Campbell, as the ballot papers of the company prove, and will, doubtless, be practised on his behalf on the present occasion. Neither did the chairman distinctly state he should reject such votes, but intimated he should exercise a discretion, which discretion Mr. Tyas told him a chairman did not possess. It was not Mr. Tyas who threatened to apply to the Queen's Bench for a mandamus, but an opponent of Mr. T.'s, who intimated, that if the chairman was wrong in exercising such discretion, Mr. T.'s remedy would be by such mandamus. You are, probably, not aware of the facts connected with the constitution of this company. By the original and only deed of regulations, the company was constituted in 200 shares, and it was provided that five shares (now equal to 100 scrips) should give a vote, and there should be an additional vote for every five further shares, and the deed was defective in not allowing proxies to absent or country proprietors. After the company came under the direction of certain parties, a meeting was held, and, in the absence of the large proprietors, the company was, by resolution, turned into a scrip company of 4000 shares—twenty scrip shares being allotted to each original share, and ten scrips was to give a vote, the holder of 100 or more scrips being limited to five votes. This conversion of the company into a scrip concern was very much objected to by the larger proprietors at the time, and proceedings were in contemplation, but it was remarked by the promoters of the change that the scrips being to bearer would be most advantageous to the country shareholders, who could, by sending up to a friend, enable that friend, as the bearer, to attend and vote, and otherwise interfere for them in the affairs of the company. It was further remarked, that the restriction as to votes was nominal merely, for there was nothing to prevent a party temporarily parting with his scrips to another when the regulation would not apply. Upon these considerations, the larger proprietors gave way, and accepted the scrips. Now, a [illegible] doubtless is attempted to be established, which would entirely deprive the country proprietors (in point of number the majority) of all control in its affairs from the before-mentioned want of a power of appointing proxies, and throw the election into the hands of the smaller town proprietors, from their residence having facilities of voting. The scrip, however, is as a bank note, and makes the bearer of it its proprietor, with all its rights and attributes. This has been established by a legal decision in the case of [illegible] bonds, payable to bearer, in which Lord Tenterden declared the rule of law to be, "that whoever is the holder of it has full power to give title to any person honestly acquiring it."—[illegible], 5 Barn. and Cress. 42. The country and other proprietors, it seems to me, would be strangely wanting to themselves, if they did not send up their scrip, and quietly attend to vote at the coming election. It ought not, and cannot, be the wish of the town proprietors to arrogate to themselves exclusively the right of election, and it is too much to expect a party to come 300 miles from Cornwall to vote. The question might have been easily settled had Mr. Tyas's proposition of a case to counsel on the subject been acceded to. The election is not to be carried through clamour and prejudice. Two candidates are before the proprietors, and the question should be, which of the two, from his knowledge of the affairs of this company, and acquaintance with mining in general, is most capable of doing the company service. Mr. Tyas is a solicitor, of mining experience, and has, from the very first, been connected with the affairs of the mine. Mr. Campbell's connection with the mine is more recent, and he is deputy-registrar of the Court of Bankruptcy in Basinghall-street. I confess that I should be glad of such an alteration in the regulations of the company as to admit of a registration of the shares; but, previous to this, arrangements must be made for the admission of proxies for the country and absent proprietors, and a different distribution of the right of voting must be made, for it would never do to suffer fifty scrip shares to be so managed as to control the votes of a proprietor of 1000 or upwards. A SCRIPHOLDER.

London, Jan. 2.

VALUE OF MINES—ACTUAL AND REPRESENTED.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I have "travelled" thus far, and once again ate my Christmas beef at home, and dined at our anniversary festival at the London Coffee House. I perceive, by the last number of your Journal, that my letter from Dawlish has brought a *second* "Richmond in the field," our new friend being from the fertile vale of Yeovil, famous for its manufactory of cloth and gloves. Permit me, first, to say to this "sympathising" gentleman, that I may probably drop in at his repository in about four weeks hence, on my way through to Cornwall's ore[y] district, when he may have the opportunity of forwarding his best "pocket-handkerchief" to Captain Stephen, to polish up the jewels he alludes to—"the more they are rubbed the brighter they shine"—for I have no objection they should be as bright as his razor-blade; in fact, I "[illegible]" with him, most heartily, in every good wish that comes from his heart in favour of legitimate mining, though his advice about weeping was rather unkind or barbarous. I shall not stop to inquire of you whether "G. G." had arrived at the physical age of forty, when he paid 16l. 15s. per share, but merely hope that he will not ultimately have to "weep" at his own simile: still he must excuse me from swallowing the idea, that the purchase was made by the advice or "opinion" of the Captain he alludes to. I am an old stager myself, having journeyed through the county for a score of years and more, and fancy that I know something more about it, its people, and its mines, than either "G. G." or "J. Y. W." can: it may, therefore, gratify them to know, that I myself, many years ago, "cheerfully" paid the fee for the "best advice," and that to the identical Captain that "saved 'G. G.' some hundreds;" and further, that I obtain more information respecting the mines that concern me, and others that I feel interested for, at Camborne, than anywhere else. I keep up a regular correspondence, but not with one of the duck-jacket tribe; I have "fresh intelligence" from thence this very morning, widely at variance with the "profit, costs, and reserves," of "G. G.," who has overshot his mark, as wide as the shafts [illegible] aimed at me. I therefore recommend him, "before he goes to press" again, to lay out the "small sum of 4l. or 5l.," and get "such an opinion as I know (he) can safely rely on;" and then inform us which picture shines the brightest. He may then be brought to confess, as "J. Y. W." does, that there is a great discrepancy in the actual and represented value of mines, which is "the first great cause" I aimed to show; and how the word "low" was printed in place of "high," I am as much at a loss to account for, as I should be to point out a remedy likely to cure such frequent discrepancies. To conclude, I disclaim all invidious comparison, by selecting the two mines I did, one from each list; I did so merely because they bore the highest "represented value," in their respective places. I distinctly stated, "this sort of comparison may be made in scores of other instances, provided the quotations in your list are to be depended on;" and, were it not trespassing too far on your columns, they are at hand, ready to be served up when called for, by which time "J. Y. W." may have had another dream—one would fancy he was yet under the genial influence of punch or mesmerism, by still "whistling" that Treasvean materials would sell for more than I stated; for, I find that in this I have really "overshot the mark," as they would not, I am informed, fetch one-third of the sum named by him. A COMMERCIAL.

Hall of Commerce, Jan. 4.

[Our correspondent, we think, speaks too lightly of the "duck jacket" tribe; for ourselves, we hold them in no slight estimation.]

PREVENTING ACCIDENTS IN MINES—WIRE ROPE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A great portion of the accidents in our mining districts arises principally in ascending and descending the shafts of the mines, and from many causes, such as by ropes breaking or giving way, by the corve or basket upsetting, by bodies from above falling on those in it, &c. Various have been the contrivances to prevent the great loss of life which annually takes place, and, where parties who have the charge of the mechanical department (the inspector, for instance), whose duty it is to overhaul and provide the necessary machinery, and to consult those improvements which science and the ingenuity of the present day are offering for a fair and decided trial, I have not the least hesitation in saying, that Smith's patent wire rope, or Newall's, had they been generally applied, would, as regards ropes breaking, have been found, in several cases, to have saved many lives which since the commencement of the year have been lost. The manufacture of wire ropes and their introduction to the mining interest is a boon which none but practical men can duly appreciate or see the real and substantial value of. I see both patentees fighting about patent right—to me that is nothing; I say, use either of them—the worst of the two (if there is any difference) has ten times more safety than the hempen rope, with less chance of giving way—and, therefore, on behalf of the poor miner, give him the benefit. Why stand aside, and see this great improvement, and not adopt it?—is it because ignorant persons say, "Oh, it is some new quackery; it is not worth our while to alter our old plan until we see it tried?"—and thus dooming a valuable contrivance to stand for years without coming into operation, until forced by dint of time and necessity, while hundreds are suffering torments most excruciating by falling from great heights, by which they are rendered useless for life, both to their friends and society at large, and all for the sake of a few shillings and a little trouble.

I will now proceed to describe a plan by which the miner may be placed in perfect security while descending or ascending, and whereby the corve or basket may be laid aside, and a more suitable apparatus substituted. The machine may be lowered by the usual methods; it consists of a dome-shaped top, supported by light wrought-iron pillars outside, and one in the centre, over which is a strong ring, to which the wire rope is attached and the necessary fittings for raising and lowering the same; the bottom of the machine is of wood, with strong flanges, and nuts to screw it up to the pillars; beneath this is another, connected to the bottom by strong coiled elastic springs, and thus preventing the effects of a sudden shock should the rope break; the form of the top, also, is such that the greatest resistance is given, and the party is safe—and the coiled springs might be applied here, also, if found necessary. A simple apparatus may also be applied for securing the cradle when it arrives at the top; it consists of two sliding leaves or covers at opposite sides of the shaft, and so formed, of iron grating, that when they meet, or are shut, the cradle cannot descend, even when the winding power is thrown out of gear, until the lever which works them is reversed, and yet the ventilation goes on the same. By the use of the above apparatus, it must be evident, that not only will the miner be more secure, which I feel convinced will be the case, but the profit to the proprietor will be so much increased, that, leaving out the feelings of humanity, self-interest would be an inducement to parties who otherwise did not think it of importance or a duty to save their fellow men.—*[illegible], Dec. 9.* R. RETTIE.

[As Mr. Rettie's description of his plan is perfectly clear without a diagram, we have thought it entirely unnecessary to obtain the illustrative cuts. Several suggestions, somewhat similar, have at various times been made, among which will be found one in our *Journal* of Oct. 28, though differing much in detail. The coiled springs, to prevent concussion, is a good idea.]

PREVENTION OF MINE ACCIDENTS—EDGES' FLAT CHAINS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having seen a paragraph in your *Journal* on prevention of accidents, I beg leave to hand you the enclosed remarks, and should feel obliged by your inserting them in your valuable columns. As a security against accidents, I can confidently recommend the flat chains for pits, manufactured by Messrs. Edge and Son, of Coalport, Salop, in preference to any kind of ropes; they are safer and more economical—there being a saving in favour of chains, I should say, of at least 100 per cent. The manner in which they get them up does them very great credit; there has not, to my knowledge, been a single life lost by any of their chains breaking, though I have experienced the working of them in different counties for more than twenty years. They have been much under to the depth of more than 300 yards, and are now being much under [illegible] in many places in this county in preference to any other kind; they are not only so much more economical, but, as a prevention of accidents, they are the best kind ever invented for pits; and I beg to call the attention of proprietors of mineral works to the more general adoption of them—if such were the case, I feel confident that a great many of the accidents I see noticed in your *Journal* would never have occurred. Most of the proprietors of mineral works in Shropshire and North and South Wales, if applied to, I make no doubt, will give ample testimonials as to the safety and durability of Messrs. Edges' chains. I am not aware that there is a single rope at work in this mining district. FRANCIS [illegible] (Mine Agent.)

[illegible] Dale, Dec. 29.

THE MINER'S SHOVEL *versus* THE LONDON SPADE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having observed, in your Journal, some remarks on the advantages of the shovel over the spade, I would suggest that to "J. Y." and "J. M.," and their neighbours, the implement may be sufficiently described by calling it "the short, stupid, stooping spade," but to us, here, that description is rather indefinite to allow us to calculate how much power may be lost by the short spade or by the long shovel, which "J. M." promoted, brought in here, and introduced to "the London labourer." His next step, after considering how the "London labourer" refused to deposit the long shovel, is to send to [illegible] for a dozen with "long handles, to cure the prejudice, and relieve

the labourer against his will." In all this, he does not tell us what the length of "the long handles" is. It does not require much skill to prove that the long shovel may be too long, and the short spade too short, and that the former is peculiarly adapted to some kinds of labour, and the latter to other kinds. It is a great evil, and a stupid affair, to have the "stupid spade" too short, and it is a still greater evil to have the intelligent shovel too long. The length of either should, to some extent, depend on the kind of labour in which it is to be employed, the density of the material, and the height to which it is to be raised. In using a shovel with a tolerably long handle, we have the power at one end (of the lever, for such it is), the weight to be raised at the other end, and the fulcrum, or prop (which is the workman's knee), between them—hence it is a lever of the first order. The part between the power and the fulcrum is called the acting arm of the lever—that between the weight and fulcrum the resisting arm. In levers of this order, the power and the weight are inversely proportioned to the length of the arms that bear them; in other words, the power multiplied by the acting arm is equal to the weight multiplied by the resisting arm. Now, if a man desire to raise 4 lbs. with using one-fourth the power, he should, to raise it without the help of any mechanical power, make the acting arm of the lever four times as long as the resisting arm—in short, the longer the acting arm, and the shorter the resisting, the greater will be the power obtained, but this power must invariably be with a proportionate sacrifice of time. In the above example, the acting arm of the lever describes, around the fulcrum, a circle, or an arc of a circle, having four for its radius, while the resisting arm, which carries the weight, describes, in the same time, an arc of a corresponding circle, having one for its radius. We cannot create power, but we can exchange time for it, and, in like manner, we can exchange power for time. This is the only benefit we can derive from any or all the mechanical powers. A lever of the first order can be used to exchange power for velocity, or velocity for power. To gain velocity or time, we must make the resisting arm of the lever the longer, but a man's power or strength is too limited to permit his employing as much as would gain even very little time. To make this plainer, let us represent the acting arm of the lever to be one, the resisting arm four; it is evident he would not have sufficient power to wield the instrument. But, let it be remarked, the long shovel, when raised off the knee, ceases to be a lever of the first order, for the hand at the top may then be regarded as the fulcrum, and the other hand the power, so this is a lever of the third order, which can be used only to gain velocity. And, if I misunderstand not the "short, stupid, spade," it is used in this way, and is, consequently, calculated to gain time at the expense of power. If this be so, a man would do more work in a given time with it than with a long shovel (as far as mere length is concerned), and, if each of them was to spend an equal share of power, the man with the short spade would, consequently, have his spent first, and, of course, his share of work completed first; but, it is more than probable, he would have the shorter breath, as well as the shorter implement. A man, in using a lever of this kind, is incapable of affording it as much power as would be necessary to gain any considerable velocity, and hence it is, if the man be possessed of equal strength, or nearly so, what strength or power the man using the short spade can afford to turn into time will not be sufficient to gain much time for him over the man using the long shovel, providing both implements be equally adapted to the material being raised. If to this we add the voice of humanity, to take as much unnecessary toil as possible off the poor labourer, there cannot exist a doubt as to the superiority of the shovel in every kind of labour for which it is adopted. But, is the long shovel to be of an indefinite length? The acting arm of the lever must be, necessarily, limited, if the space between the workman's knee and hands be limited, but we may make the other arm as long, that neither "the London labourer," nor the "finely-built Irishman," could raise one ounce with it, notwithstanding the latter's "great strength." Well, we have gotten one of the lever's arms limited! But, now, to limit the other—that is the query. As the cause which limits the acting arm is not the same in a very tall man and one of low stature, this may furnish us with a theory, whereby to explain why "the London labourer" rejected "J. M.'s" long shovel, with which the big "built" Irishman could do more work with less fatigue than he could do with the short spade. When I suggest that the length of the shovel should be somewhat influenced by the length of the workman, I do not intimate that he should go and leave his measure with the blacksmith for a shovel. It is a mistake to state that the long shovel does not do half its work in Ireland, for it does, and the other half too. A man in Ireland gets 6d. for doing a day's work with his long shovel—a man in England gets 2s. for doing a day's work with his short spade. Now, if the value of labour be equal, or nearly so (which is the case), in England and Ireland, is not one-third of the Englishman's day's work equal to the full day's work of the Irishman? But, give the latter 2s. for doing as much labour with his long shovel as the former would do in a day with his short spade, then, I promise you, Paddy'll finish the job early the evening of the day he'll begin it.

Lettkenny, Dec. 18. AN OPERATOR.

ON PRACTICAL AND SCIENTIFIC KNOWLEDGE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Though I have not worked with the pick, I can assure you I have toiled hard, and that incessantly, at the oar of experiment; I have, indeed, read many a book, but I have also visited many a mine—and few have carved a fairer title to the name "practical man." I make no pretensions to the lucubrations of mere theory, my aim and object being the gleaning in the field of experiment the facts of science, and bringing them to bear on the economy of the arts and manufactures, and the other varied requirements of life. What I want to see is, practice guided by the skilful hand of science—and genuine science is only another name for the fact and circumstance of truth. An exemplification of practical inquiries illumined by science is well portrayed in the truly excellent *Report of the South Shields Committee*, and I am glad you possess that sterling document. The subject of accidents in coal mines, which has occupied my attention for more than twenty-eight years, I must for some time entirely decline, as far as the *Mining Journal* is involved, being engaged in numerous communications to the commission referred to, embodying the results of much practical detail, and many years' study. I must also entirely resign the subject of the question of incrustations of steam boilers, by merely saying that the disc of zinc or iron, say two or three inches diameter, with interposed slips or plates of cork or leather, must be offered by a rivet, similar to that of the material of the boiler, and these discs may so several feet apart.

While I take leave, meanwhile, of these subjects, and decline to enter further into their merits, or notice any reference made to them by your correspondents, implicating my name, other subjects will present themselves, and, perhaps, among the earliest topics I shall introduce will be that of the ventilating and warming of churches and other public buildings. Assuring you, once for all, that I am not ambitious of being considered a mere theorist, or one who has gleaned his information merely from books, or whose speculations have solely emanated from the closet, I am, Sir,

December 20. J. MURRAY.

PATENT ECONOMIC WOODEN RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—"Viator," in his communication to you, in your Journal of the 16th ultimo, begins his answer to my letter condematory of the principle of the patent economic wooden railway, by first complaining of it as "long and rambling;" let me have rather him to the letter of a party in your Number of the 10 ult. (who, I have no doubt, he well knows)—viz., Mr. T. Molley, for a perfect contrast of this "long rambling," and, in his case, peculiarly prosy style. "Viator" then says, that the Metropolitan Wood Paving Company have no interest in the patent; this, though I have strong cause to believe is not a correct assertion, still, as this point has nothing at all to do with the merit of the plan, I will concede it to him. The economy and ease of motion I can still perceive—but I see no reason, when there are so many points against the system for one for it, that it should "command a position in the formation of railways." "Viator," I fear, has been somewhat unfortunately *buried*, or he would have remembered that wooden tram-ways have been, particularly in the north of England, to see for years, without the appearance of having been "torn to rhombs by the flanges of the wheels," and so much for his "sentiment." But, Mr. Editor, this species of recrimination is not the way to come to the facts of the case, nor is it at all likely to elicit scientific reasoning from either party, the want of which makes the subject of a communication to a scientific Journal—failing, as it does, with but few exceptions, into the scientific hand—but of little utility, or, in fact, but of little amusement. I must so fully into my views on the subject in question, in the letter from which "Viator" quotes, and on little has been done by this old correspondent of yours, under a new name, to undermine one single assertion therein made, that I am rather at a loss, with any satisfaction to myself, upon which point professionally to answer him. "Viator" leaves alone the subject of increased resistance to which the carriages must be subject, and does not seek to disprove the efficacy of the conical tired wheel in keeping the wheels of a train from rubbing against the rail. He says, I "misapprehend the action of Mr. Prosser's wheels," but says no more upon this point. He adds, "that there was no skidding of the wheels on the curve, from the wheel on the inner rail being out of gear." I certainly did not notice this peculiar feature, and, if correctly recorded, let me ask, in the working of a line upon this principle to be so carried out? Is it possible, however, to imagine The driving wheels of a locomotive-engine cannot but work together with one axle, if at all—consequently, though, in the experiment, one wheel in gear only might have been tried, there being no weight to propel, practically speaking, it is easy to conceive, were a proportionate weight power applied, the friction of adhesion would be adequately defeated to allow the friction of the so-called anti-friction wheels would have well. I ask "Viator" to remember the matter of the skidding of the wheels give a definite answer. He says, "he saw the engine handed off from my premises, start from the foot of an incline of one in [illegible] and to the curve it with the greatest ease, descend half way, [illegible] make the tunnel." Was there no skidding of the wheels? —no sanding of the rail?—and no shoulders put to the wheel? Now, the matter of fact is this—the incline, I feel assured, with evidence of its having sunk, was nearer one in twenty, or even less; the circumference of a driving-wheel, I should say, multiplied by the number of rotations, would, at least, have equalled a third greater length, and the rails were sanded perfectly, and shoulders were placed to the wheels to get the common road carriage used up the length of the incline, which I should say, from recollection, did not exceed eighteen or twenty feet in length. "Viator's" knowledge of friction of adhesion appears to be very limited. If he will trouble himself to look at some of our best tables, he will find that his two to one in favour of iron upon wood over iron upon iron is quite chimerical. I should very much wish that a few more of the points of my letter were taken up and combated—some reasoning, not general and vague assertion only, being given—then, something satisfactory may be elicited. In the letter of "Viator," that "certain trifle of the engineer" is yet wanting. C. E.

London, Jan. 3.

STEAM NAVIGATION—IMPROVED PADDLE-WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having lately seen a model of a propeller for steam-vessels, invented and patented by William Burge, of Bristol, which appeared to me to be very superior to the ordinary paddle-wheel; and, I think, also to any other which I have seen, not excepting the somewhat popular screw. The action of the floats appears to be as *perfect as possible*, being so arranged and contrived as to *avoid entirely* the evils attending circular paddles, in descending and ascending out of the water, two or three of the floats or paddles always moving in a *perfectly horizontal direction*, and therefore even superior to the action of oars. The only drawback that appeared to me was, the necessity of an endless link chain; but it should be observed that that objection applies to the screw propeller also. At the same time, it gains all the advantages of the latter as respects the causing a ruffled surface of the water, so important, especially in crowded rivers or harbours. The wheels are also, so placed, as not to *disfigure the appearance, or liable to the objections which apply to ordinary paddle-wheels*, with little or no inconvenience. I understand that, by experiments made by models, the gain in speed was nearly as twelve to ten to the power applied. Enclosed is a copy of a sensibly written letter from the inventor, which you may think will be interesting to some of your scientific readers; and, as the subject is of acknowledged importance, I respectfully submit the letter as well deserving insertion in your valuable Journal.

King-street, Westminster. THOMAS MOTLEY, C.E.

STEAM NAVIGATION.

SIR,—For many years I have, in common with others of my fellow-subjects, turned my attention to steam navigation, as far, at least, as the external mode of propulsion is concerned; and, as safety and speed are the great desiderata, have endeavoured to discover, by studying the laws relating to motion, in regard to bodies moving in fluids, whether a better mode could not be obtained of producing more desirable results than the paddle-wheels in general use, and combining at the same time economy in expenditure and beauty of form as collaterals. The result of my labours I hope in a few days to place before the public. But before doing so, I will, with your permission, state what I conceive to be the natural laws bearing on the subject; then analyse the structure and operation of a paddle-wheel, and see how far it is in accordance with them; then describe my own, so that by putting the two in juxta-position, a fair comparative view may be taken of the merits of each. The laws bearing most on the subject may be reduced to the three following:—

1. That to propel a vessel or any body in a given direction with the greatest effect, it is necessary the entire force applied should be in the intended direction in which the body is to be moved.

2. That this force should act as nearly as possible at the centre of motion of such body.

3. That to secure uniformity of speed, uniformity of power in the same direction is also necessary.

And first of the paddle-wheel. A paddle-wheel is formed by a succession of levers impinging on a common centre, the crank being the shorter arm in common to each, bounded by a circular rim, each lever having a flat board, called a float, or paddle, attached to the part next the rim at right angles to its motion. The operation of this wheel when in action is much the same as that of a succession of oars in rowing a boat, with this difference, that the position of the oar is nearly horizontal, whilst that of the paddle is perpendicular, the engine representing the manual power applied to the shorter arm. Taking this description of a paddle-wheel to be correct, and the laws relative to motion to be founded in fact, the following objections naturally arise:—

1. That the strongest point of propulsion at which the paddles would act, as regards the motion of the vessel, being immediately under the centre of the wheel, they are always approaching to, or receding from, instead of acting there.

2. That in proportion to the depth of water in which the wheels work, is the difficulty of the floats arriving at, or emerging from, that section of the wheel at which their force would be available, and their motion is, therefore, proportionably slower; it, consequently, follows that uniformity of speed can only be obtained as long as the dip of the wheels in the water remains the same. For example, suppose the periphery of the wheel to move at the rate of twelve miles an hour, its dip at the time being one-sixth of its diameter, and the speed of the vessel eight, the slip of the paddles would, consequently, be four miles per hour backwards. Now, let a wave flood such a wheel up to its centre, and the following results would inevitably take place—that the floats would have to cross the line of the water's motion at the rate of eight miles per hour, which would require treble the power of the engine, and would, consequently, all but stop; and this would happen in a greater or less degree, according to the height of such encroaching wave.

3. That from the above reason it is evident that narrow wheels with deep floats are incompatible, and that broad wheels, with all their concomitant disadvantages, such as resistance to wind and waves at sea, and obstruction to navigation in crowded rivers, continue to be used.

4. That the paddles in their immersion raise the water much above its level, causing long rolling swells to follow in the vessel's wake, highly dangerous to all persons in small boats, and through which an immense sacrifice of human life has taken place.

To remedy these defects, and to obtain a more powerful and uniform action, were the motives that spurred me on to this undertaking, the result of which is the apparatus which I will now endeavour to describe. It consists of two wheels, of about one-half the projection from the vessel's side of the present paddle-wheels, the one on the main shaft, and the other aft; both wheels have deep grooves on their outer and inner rims, and round both wheels are two endless plate chains fitting in the said grooves, so that, when the main wheel is turned round by the crank, the chains oblige the other to turn also; into these chains, at equal distances, are inserted the opposite ends of iron bars or spindles, and on these spindles the floats work loose, the spindle working right through their centres; each float is loaded on the side intended to be lowest, to keep it in a perpendicular position when out of the water; an iron guide in front, and another aft, oblige the float to take the curve of the wheel until they are thoroughly immersed, where they are liberated from the guide; the chains then pull in a straight line under water until they begin to ascend; then the after guide obliges them to the perpendicularity, the weight on their lower side preserving their equilibrium until they come in contact with the fore-guide, and are obliged to descend on their edges again into the water. By this contrivance, the upward and downward pressure is avoided, and a straight under-water pull is obtained; the power thus saved allows a greater surface to be given to each float, thus increasing their resistance against the water, and allowing the crank to operate more powerfully against the centre of the wheel, which is the real point of propulsion as regards the vessel. By this arrangement, one-half of the projection of the paddle-wheels is got rid of, and, as the back section of the paddle comes at the water's edge, there will be no sulling wave. That the power of the engine, thus applied, will increase the speed of the vessel, no man will deny; and, by using floats, leverage is saved, as regards fuel, and expense also.

I have now, Sir, to the best of my ability, given you as clear a description of such as is within my power, endeavoring only to add, that this theory has been thoroughly borne out in practice—so far, at least, as the models I have been able to make will show; but I intend forming a working model, on a scale large enough to be profitably applied—and, in making this effort, I have every reason to hope that the friends of science and humanity will join me; for, if steam navigation be a boon to society, every effort that tends to its improvement adds to its utility; and to the rest of my fellow citizens I would say, on the score of humanity, that, if it be meritorious to succour persons that have been immersed in water, some merit, at least, is due to those who prevent their being so circumstanced as to require it.

Hillwood street. WILLIAM BURGE.

NET WORK PADDLE-WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having about two years ago suggested the application of the screw to air and water, as will appear from my note occupying an entire page of the *Mechanics' Magazine*, I may, perhaps, be permitted to publish a thought on paddle wheels (not observing by the way that the screw propeller called the Archimedean, is anything but the invention of Archimedes for raising water through a pipe, the propeller being only a plane wound round a cylinder). It is well known that shallow plane bodies offer a greater resistance to water, or rather the water to them, than to any other bodies. Indeed, all must have observed the difficulty with which a fisherman's oars act in these waters. The greater the resistance offered by the water in the longitudinal line of motion, provided the steam or other power be sufficient, the greater will be the velocity of the vessel, which, of course, is urged forward, or otherwise, by the unequal pressure of the air, fore or aft, as might be proved by the vessel remaining stationary when both the wheels are unhanged. The second means of the vessel may give a certain elasticity, in reference to the revolving paddles; but if some elastic substance, of a lasting description, were employed, it would appear to be an improvement. The experiment may easily be tried by those who have the means, the onward course of the vessel being kept in view. What I propose is a net-work of open gear, like the web of a cane bottom chair, which might easily be repaired when out of order.—(The cut being merely a representation of the explanation, we consider it can be sufficiently comprehensive without the necessity of engraving.)—Now, Sir, as there can be no doubt that the elasticity of an oar, as well as the leverage, gives greater resistance to the power, and, consequently, greater pressure to the plan of a boat, and thereby greater velocity to the boat itself, I trust that by this and the above reasons, I have established the principle of the desirableness of elastic paddles which may be put into frames like window-blinds, and be replaced at pleasure from a small stock to be kept in a box on board.

Penzance, Dec. 26. ALFRED T. J. MARTIN.

CRANNIS AND KEMP'S PATENT WOOD PAVING.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—We have just had put into our hands a paragraph, taken from a number of your scientific work, giving a description of one of the systems of wood paving, as patented by us, and we need not say we feel highly gratified at the favourable opinion of so eminent an authority. We have not yet laid a specimen of any of our plans, having, since our specification was enrolled, the worst part of the year before us, and preferring to wait the result of actions (which we understand there are) pending between other patentees. The model you have described is but one of many designs we have patented, all of which, we think, will present advantages over those of our predecessors, and the roads be kept in the best condition at far less expense, with the additional recommendation that the time necessary to lay them will not be one-fourth that which has been required for any system we have hitherto witnessed.

Castle street, Southwark, Jan. 1. CRANNIS AND KEMP.

RAILWAY REFORM—FRENCH SYSTEM.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In the letter which I addressed to you a few weeks since, on the subject of railway reform, I stated, that I should take an early opportunity of making some observations on the railway system now about being adopted in France, in conformity with her law of the 11th of June, 1842. Most of your readers are, no doubt, aware that by the provisions of this law the State purchases the land, and constructs the railways—or, at least, does the greater part of the work—whilst private companies are being formed to complete and work them for a certain term of years, at the expiration of which they become again the property of the State, the working stock, &c., being taken at a valuation, such is the system adopted by the French; but whether or not it will be fully carried out remains yet to be seen. Public opinion in France is much divided on this important subject—one party contending that the State alone should have the management of railways, that such an important branch of the public service should not be confided to companies—the other contending, on the contrary, that the law of the 11th of June, which gives the management of the railways to companies, is the best that can be devised. It is argued by the latter party, that the abuses which exist in our system could not be introduced into that of France; and they lay particular stress on the fact, that in the tariff of charges the fares of the second and third class passengers are regulated by law, in the same manner as the first are—whilst, with us, there is nothing of the kind, and companies may, if they think proper, raise carriage, or charge what fares they like to second and third-class passengers. This pretended advantage to the French system over ours is more imaginary than real, and for the very obvious reason that the French companies would, for their own advantage, regulate their fares for all classes of society in the same manner as the English companies have done. Some of our companies—the London and Birmingham and the Great Western, for instance—carried at first only first and second-class passengers; their carrying third class is entirely voluntary, and done for their own gain. But this clause in the French law, providing for second and third-class passengers, appears to be, if anything, prejudicial to their interests, inasmuch as there is a higher scale for them, in reference to first class fares, than, on an average, with us the first-class fare from Paris to Rouen is 16f.—the second, 12f.—and the third, 10f.—thus even the third class fare, regulated by law, amounts to nearly five-sixths of the first, whilst with us there is scarcely a single case in which it amounts to the one-half, and, in many cases, less than the one-third. On the Paris and Orleans Railway third class passengers pay the one-half of what the first do—and I believe there are but few railway companies in France where charge for this class is in proportion to first class, as now. What the middle and power classes in France have gained by their Government regulating the fares for them, I am at a loss to conjecture.

But have not French companies the same interest as English companies in using every means to "induce" passengers to travel by first and second class carriages? At the present time the directors are kept in some check; when the system is complete, the different projects approved by the Minister, gone through the Chambers, and signed by the King—when the power has once passed from the Government, and is wielded by the companies—then, and not till then, will the French people feel the full effects of their celebrated law of the 11th of June. It is argued in favour of the French system, that the railways revert again to the State after a term, varying from thirty five to ninety-nine years; but, if this is contended for as a benefit, would it not be a still greater benefit for the French people if the State should at all limit of that power which it possesses, now, instead of deferring its use to distant periods after the present generation shall have passed away? With respect to the indemnports which the French Government held out to capitalists or future shareholders in their companies I shall make no observations—the subject, for obvious reasons, at the present time, is not suited to your columns. English capital, to a large amount, will probably be invested in those undertakings; and, as our worthy neighbours are satisfied with the proposed terms, most assuredly we have no cause of complaint.—It will readily be admitted by all, that, whatever system the French may adopt, the fares charged should be made in reference to the cost of traction and general expenditure necessary on railways, and not calculated with any reference to the charge made by diligence. In this country we have fallen into that great error of comparing things totally different in their nature—and, although the passengers could be conveyed on a railway at less cost than one on a turnpike-road, we still pay as high as we did formerly, and, in many cases, much higher. We are yet comparatively ignorant of the extreme low cost for which passengers could be conveyed on railways, because we have kept up the old scale of fares—we prefer the dear parting few to the cheap paying many. The great fear is, perhaps, reserved for France, of conferring on the world the mighty power of steam, and transferring on her people all the benefits and blessings such a power is capable of bestowing; if such should be the case, she will have little reason to regret that other nations have provided her to the march of science—she would more justifiably then call in regard to railway communication, by legislating the charges in accordance with the cost, and how is the latter to be accurately ascertained but, answer, by an experiment—by trying the principle of very low fares, and thereby ascertaining to what extent the people would avail themselves of railway travelling. The distance from Paris to Rouen is about eighty miles—a passenger could be conveyed the entire distance for about half a francs—the lowest charge is 10f.—and the locomotives could, probably, take three or four times the present number of passengers without a great diminution of speed; suppose, now, that our French friends could be persuaded to make a trial of very low fares on that railway, and, instead of fares of 16f., 12f., and 10f., try, for three months, 10f., 8f., and 6f. As I have already observed, whenever one to the systems adopted in France, we have should be above all things, the main consideration. It would, no doubt, be an easy matter for the French Government to make an arrangement with this or any other company for the experiment I have suggested—an experiment which would throw more light on the subject than all the unknowns of newspapers, or opinions of pamphlets.

London, Jan. 5. THE ATTORNEY-GENERAL FOR ROUEN.

VICTORIA WORKS—MESSRS THORNEYCROFT'S BANKRUPTCY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In reply to a letter in your Journal of the 27th December last, from Mr. G. A. M'Dermott, addressed to Mr. G. B. Thorneycroft, I was requested, on the part of my brother and myself, to give our solicitor an opportunity of making a reply before the public, to state the facts of the case, in the defence of our own characters—and, first, we must state, that on relinquishing the outlay at the Victoria Works we were made aware we were placed there; it is true, that the price of the rent to be paid there at the time was fixed by the persons assigned by a short time after, upon the second being sent to us, we made no objection to it, and whilst it is to be referred to two competitive gentlemen to decide whether the charges were not so great but that some considerable deduction ought to have been made. A proposal to that effect was suggested; but, upon the parties dwelling, there was no evidence received, and we were compelled, as we had previously given our arrangements, to pay it, after having been allowed a trifling amount. We had also applied to a probationary tenant to take over the property, but, being engrossed by our hands upon other business, he declined, after fixing a time, upon the ground that it was a capital investment, and wants and necessities. We never expected the railway would have been one half of what we had to pay, or we should never have taken the works. We have proved here the heavily made against the wish of a great part of our creditors, as our father had offered to pay 10s. in the £, and it was our intention to pay the whole as soon as it lay in our power—and we assure the public that with the exception of those who have done everything in their power to injure us, the claims of the creditors shall be satisfied. Were it not that the whole of the concerns have been attributed to us, we should not have again appeared in your columns; but we feel bound, as we have again to entreate forbearance, to place our character in the opinion of the public.—Your insertion of the above will much oblige,

Wolverhampton, Jan. 6. GEO. THORNEYCROFT, JUN.

THE PUCCIANIS.—We have good grounds for stating that the tenders to Mr. Sudlow are very good. The lectures are in full vogue, and the lessons improving, with an increasing demand, and already attracting private family lessons, inasmuch that had second teaching are now undertaken, and in full operation—a hundred effort to the concerns unknown to that district.

ARCTICS.—Some idea may be formed of the increased use of surtics from the fact that the deliveries of that article at London and Liverpool, the home consumption, during the present year, having amounted to 4130 tons, while in the year previous it was only 2410 tons.

MECHANICS INSTITUTE.—At the meeting of the Library and Philosophical Society of Liverpool, Dr. Jeffreys called the attention of the society to a new mode, proposed by the James Marsden, at the Royal Society of London, of ascertaining the specific gravities of fluids. Dr. James considered the common methods tedious and uncertain, owing to the inaccuracy of the balances generally used; he, therefore, proposed to let the unknown fluid take the place of water and weights, and considered a control of no equivocal, which consisted of two glass tubes, open at the bottom, and connected at the top by a shorter semicircular tube, or by a globe, so as to make the tubes as a wide one tube. The cross tube, or globe, was to have a stop-cock connected with it, by means of which, when the lower orifices of the tubes were immersed in pure liquids, a portion of the air was to be exhausted from the upper part of the tubes. In proportion as the air was exhausted, the liquids rose in the tubes, and the height to which they rose was always in an equivalent to the specific gravity of each.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning.—Foreign Stock. [illegible]

BANK OF ENGLAND.—An Account of the Weekly Liabilities and Assets, from the 7th of October to the 30th of December, 1843, both inclusive. [illegible]

LIABILITIES.		ASSETS.	
Circulation	£19,[illegible]	Securities	£21,[illegible]
Deposits	11,[illegible]	Bullion	13,[illegible]
	£30,[illegible]		£35,[illegible]

[From our own Correspondents.]

SHARE PRICES AT LIVERPOOL—THURSDAY EVENING. [illegible]

15, Castle Street and Stock Exchange, Liverpool. JOHN GREAVES.

LATEST PRICES OF IRISH STOCKS.—3 per Cent. Consols, [illegible]

LEEDS, THURSDAY.—A lapse in the machinery of our business prevented us from giving you our weekly summary of the share market last Thursday. [illegible]

R. B. WATSON and CO.

EDINBURGH, THURSDAY.—Edinburgh and Glasgow Railway, [illegible]

GLASGOW, THURSDAY.—[illegible]

BIRMINGHAM, THURSDAY.—London and Birmingham Railway, [illegible]

COAL MARKET, LONDON.

[illegible]

IMPORTATION OF COAL, CULM, AND CINDERS.

[illegible]

THE LONDON GAZETTE.

[illegible]

SALE OF COPPER ORES IN CORNWALL.

Sampled Dec. 28, and sold at Andrew's Hotel, Redruth, Jan. 4.

Mines.	Tons.	Price.	Purchasers.	Mines.	Tons.	Price.	Purchasers.
N. Roskear	[illegible]	[illegible]	P. Grenfells.	E. Crofty	[illegible]	[illegible]	Williams.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Freeman.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	P. Grenfells.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Freeman.
[illegible]	[illegible]	[illegible]	Williams.	[illegible]	[illegible]	[illegible]	P. Grenfells.
[illegible]	[illegible]	[illegible]	P. Grenfells.	[illegible]	[illegible]	[illegible]	[illegible]
Consols	[illegible]	[illegible]	Vivians.	[illegible]	[illegible]	[illegible]	Vivians.
[illegible]	[illegible]	[illegible]	Williams.	Dolcoath	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Freeman.	[illegible]	[illegible]	[illegible]	Freeman.
[illegible]	[illegible]	[illegible]	P. Grenfells.	[illegible]	[illegible]	[illegible]	Vivians.
[illegible]	[illegible]	[illegible]	Nevill & Co.	[illegible]	[illegible]	[illegible]	Nevill & Co.
[illegible]	[illegible]	[illegible]	English Co.	Fowey C.	[illegible]	[illegible]	Freeman.
[illegible]	[illegible]	[illegible]	Williams.	[illegible]	[illegible]	[illegible]	Vivians.
[illegible]	[illegible]	[illegible]	Mines Royal	Trefoil	[illegible]	[illegible]	English Co.
[illegible]	[illegible]	[illegible]	P. Grenfells.	[illegible]	[illegible]	[illegible]	Freeman.
[illegible]	[illegible]	[illegible]	Vivians.	East Pool	[illegible]	[illegible]	P. Grenfells.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Nevill & Co.
[illegible]	[illegible]	[illegible]	Freeman.	[illegible]	[illegible]	[illegible]	Williams.
[illegible]	[illegible]	[illegible]	English Co.	Trewavas	[illegible]	[illegible]	Nevill & Co.
[illegible]	[illegible]	[illegible]	P. Grenfells.	[illegible]	[illegible]	[illegible]	Freeman.
[illegible]	[illegible]	[illegible]	Nevill & Co.	West Jewel	[illegible]	[illegible]	[illegible]
S. Roskear	[illegible]	[illegible]	Williams.	[illegible]	[illegible]	[illegible]	Williams.
[illegible]	[illegible]	[illegible]	Vivians.	S. Francis	[illegible]	[illegible]	[illegible]
W. Chance	[illegible]	[illegible]	Williams.	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Treguthan	[illegible]	[illegible]	Vivians.
S. Basset	[illegible]	[illegible]	Vivians.	[illegible]	[illegible]	[illegible]	Nevill & Co.
[illegible]	[illegible]	[illegible]	Freeman.	Wh. Harriet	[illegible]	[illegible]	Williams.
[illegible]	[illegible]	[illegible]	Nevill & Co.	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Crown Co.
[illegible]	[illegible]	[illegible]	Mines Royal	W. Clifford	[illegible]	[illegible]	Freeman.
[illegible]	[illegible]	[illegible]	Nevill & Co.	Tryphena	[illegible]	[illegible]	[illegible]
				W. Nancy	[illegible]	[illegible]	English Co.

TOTAL PRODUCE.

Mines.	Tons.	Amount.	Mines.	Tons.	Amount.
North Roskear	852	£6060 13 6	East Pool	127	£796 4 6
Consolidated	810	4914 6 6	Wh. Seaton	110	706 5 6
South Roskear Wh. Chance	264	1568 2 6	Wh. Trewavas	[illegible]	[illegible]
South Wh. Basset	220	1673 5 6	West Wh. Jewel	155	310 15 0
East Wh. Crofty Longclose	260	1767 17 6	South Wh. Francis	91	333 6 0
Par Consols	264	[illegible]	Treguthan	81	391 10 6
Dolcoath	221	1179 19 6	Wh. Harriet	64	167 4 6
Fowey Consols	230	1184 17 6	Wh. Clifford	31	317 15 6
Trefoil	141	680 0 6	Wh. Tryphena	24	174 12 6
			Wh. Nancy	6	26 11 6

Average standard, [illegible]—Average produce, 7½.—Average price, [illegible].—Quantity of ore, 4720 tons.—Quantity of fine copper, [illegible] tons [illegible] cwt.—Amount of money, [illegible].—Average standard of last sale, [illegible].—Average produce, 7.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	[illegible]	[illegible]
English Copper Company	[illegible]	[illegible]
Vivian and Sons	[illegible]	[illegible]
Freeman and Co.	[illegible]	[illegible]
Grenfell and Sons	[illegible]	[illegible]
Crown Copper Co.	[illegible]	[illegible]
Sims, Willyams, Nevill, Druce, and Co.	[illegible]	[illegible]
Williams, Foster, and Co.	[illegible]	[illegible]
Total	4720	[illegible]

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—[illegible]

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—[illegible]

QUARTERLY SALE OF COPPER ORES IN CORNWALL.—Copper ores, [illegible]—Fine Copper, [illegible] tons [illegible] cwts.—Amount of money, [illegible].—Average standard, [illegible].—Average produce, 7½.—Average price per 21 cwts., [illegible].

SALE OF COPPER ORES AT SWANSEA.

Copper ores for sale January [illegible]—[illegible]

LATEST CURRENT PRICES OF METALS.

LONDON, JANUARY 5, 1844.

[illegible]

REMARKS.—[illegible]

BRISTOL METAL TRADE.—There is no alteration in the quantity of pig iron produced, as mentioned in last week's Mining Journal, but the price has advanced [illegible]

EXPORTS OF METALS TO INDIA FROM LONDON AND LIVERPOOL.

[illegible]

ANNUAL RETROSPECT OF THE LONDON METAL MARKET.

The year now closing has been remarkable for a [illegible] good business, and the prospect for the spring is [illegible]

[illegible]

rates, but there being now but one holder, it is held at 13l. British iron is as follows—viz., per ton:—

Bars in London	£4 15 0	Hoops in London	£7 0 0
Ditto in Liverpool	4 7 6	Ditto in Liverpool	6 15 0
Ditto in Wales	4 5 0	Sheet in ditto	7 10 0
Pigs in ditto	3 5 0	Ditto in London	8 0 0
Ditto in Clyde	3 1 0	Rails in Wales	5 5 0

Castings of every description, from 7l.

SWEDISH STEEL is open to the same remarks as the Swedish iron, having suddenly risen, and gradually fallen again to 16l. 10s. and 17l.; the stock here is moderate, and that in Gothenburg very small; and as it is expected that the next mail from India will give further encouragement to ship, the holders hope to obtain at least the prices they now ask.

TIN.—Being at a very low ebb, some short time since attracted attention, and gradually advanced in consequence; but suddenly a new light has fallen on the subject, and it is discovered that the stocks are exceedingly light in all Europe, and that there is little on the way from the East Indies; where, in spite of the low rates so lately ruling here, it has found buyers at prices so high, that the last paid here would not yield more than a fair commission to the importer. These reasons, with the fact, that the production of tin in this country is no longer more than adequate to the absolute demand, renders it probable that higher rates will yet be paid; [illegible] has been paid for Banca, and 71s. is demanded for the little now remaining unsold. English blocks cannot be had under 70s., nor bars under 71s., of course less the discount.

COPPER.—Is extremely firm, the stocks having much decreased during the strike of the workmen, and few of the manufacturers are willing to accept large orders for immediate execution, even at the improved rates, which are, for sheathing, sheets, bolts, &c., [illegible], tile, [illegible], and tough cake, [illegible], all in London, and less the discount of [illegible]; if taken in Wales, the price is 2l. a ton less.

LEAD.—This metal has scarcely rallied throughout the year; the demand in this market for exportation having fallen off, in consequence of the direct supplies of the Missouri lead to all the markets of the world, and it having become a favourite wherever introduced. The prices of lead are as follows—viz.: Soft pig, English, 17l. [illegible], on board in London; ditto, 16l. 15s., at an outport; Spanish, [illegible], in London; sheet, 18l.; shot, [illegible]; red, [illegible]; litharge, [illegible]; white, [illegible].

TIN PLATES have, as usual, experienced the fortunes of the iron market, as regards value; the demand has, however, been equivalent to the supply, and the prices are steady at [illegible] per I C coke and [illegible] per I C charcoal in London, and [illegible] per I C coke and [illegible] per I C charcoal in Wales.

QUICKSILVER, with a full stock, remains at 4s. 6d. Its position is unaltered, and the often repeated observations will apply to its present position.

COCHINEAL AND SAFFRON.—Cochineal continues in steady demand, and the public sale on the 29th of December went off at very full rates; black is worth from 4s. 6d. to 6s.—silver, 4s. 3d. to 5s. Saffron of the new crop has sold at [illegible], and is held firmly.

C. B. MOATE.

THE INDIAN METAL MARKETS.

[By the last overland mail.]

BOMBAY, Dec. 1.—Prices of copper, with the exception of South American, have all advanced since our last—sheathing being about half a rupee per cwt. dearer; braziers', 1½ rs. to 2 rs.; raised bottoms, 3 rs.; and tile, ½ to 1 rupee. We have quoted American at 45 rs. to 47 rs.; a sale, however, has been reported of [illegible] cwt., at [illegible] rs., but of this we have no direct information. The prices of iron have slightly improved—sales of Swedish bar having been made at [illegible] rs.; of British bar at [illegible] rs., and of round nail rod at [illegible] rs.; spelter has been sold largely at 17 rs., a few tons at 17¼ rs., and about 100 (to arrive) at [illegible] rs. to 17 rs. per cwt. Quicksilver has still further advanced, and may now be quoted at [illegible] rs. per maund of 37½ lbs.—Lead, steel, and tin plates are steady at former rates.

[From the *Midland Counties Herald* of Thursday.]

The market for metals has been stagnant in the greatest degree—bar iron almost unsaleable in Wales, and English copper and lead equally dull of sale. Spelter is about [illegible] per ton for small quantities, and East India tin about [illegible] per cwt.

PRICES OF MINING SHARES.

BRITISH MINES. [illegible]

BRITISH MINES—continued. [illegible]

FOREIGN MINES. [illegible]

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

[illegible]

THAMES TUNNEL.

The number of passengers who passed through the Tunnel in the week ending December [illegible], was [illegible], yielding a revenue of [illegible].

LONDON: Printed and Published, weekly, by [illegible], at No. 26, FLEET STREET, [illegible]